THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. St. JOHN NEALE,
Secretary of Legation.

Vol. XVII., No. 849. SHANGHAI, SATURDAY, NOVEMBER 3rd, 1866. Price, Taels 15 ℔ Annum.

NOTICES OF FIRMS.

NOTICE.

MR. JAMES MURDOCH YOUNG was admitted a partner in our firm, from the 1st July last.

OVERWEG & Co.
13de 1112 Shanghai, Oct. 8th, 1866.

NOTICE.

THE connection of Mr. Edward Charles Essex with our Firm has ceased, and the authority held by him to sign the Firm is hereby withdrawn.

GEO. BARNET & Co.
29no 967 Shanghai, Sept. 26th, 1866.

NOTICE.

I have established myself at this port as Commission Agent.

JAMES E. BUSH.
29de 963 Newchwang Sept. 1st, 1866.

NOTICE.—We have commenced business here as *Commission Agents and Merchants*, under the firm of Jarvie, Henderson & Co.

JOHN JARVIE.
GEORGE HENDERSON.
97, West George Street.
Glasgow, 25th Jany. 1866.
tf 585

REFERRING to above notice, we have established a branch of our business here, and in Yokohama, Japan, under the style or firm of John Jarvie & Co., which firm Mr. John R. Turner is duly authorized to sign per procuration.

JARVIE, HENDERSON & CO.
tf 589 Shanghai, 25th August 1866.

NOTICE.—Mr. Augustus Allen Hayes, Jr., and Mr. Ethan Allen Hitchcock, who have hitherto signed our Firm, were admitted partners therein on the 1st instant.

OLYPHANT & Co.
j27—67 273 China, 26th July, 1866.

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Tea Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.

EDWARD W. LOVELL.
tf 706 Kiukiang, April 21st, 1866.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

Established 1809.
Capital £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £20,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building situated on the British Concession at Tszchuhlin, Tientsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1.—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to

Wm. PUSTAU & Co.,
Agents in Shanghai,
tf Shanghai, 1st December, 1858.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each
Paid up Capital Taels 200,000.

Directors.
George Tyson, Esq., (Messrs. Russell & Co.) *Chairman.*
F. Porter, Esq., (Messrs. Gibb Livingston & Co.)
A. J. How, Esq., (Messrs. Johnson & Co.)
F. H. Bell, Esq., (Messrs. W. R. Adamson & Co.)
E. Iveson, Esq., (Messrs. Bower, Hanbury & Co.)
W. Probst, Esq. (Messrs. Wm. Pustau & Co.)

AGENCIES are established at the several Ports in China and Japan.

F. E. GWYN,—*Secretary.*
tf 320 Shanghai, 28th Nov., 1865.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—SIX HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in approved drafts at 30 days sight (favor of Percy M. Dove, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de-66 324 Shanghai, 1st January, 1864

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies of Insurance on any one Building with its contents, to the extent of £5,000.

W. R. ADAMSON & Co.
tf 619 Shanghai, 10th July, 1865.

NOTICE.
LIVERPOOL AND LONDON AND GLOBE FIRE INSURANCE COMPANY.

THE Undersigned is authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin.

C. RYLEY
31de-66 325 Shanghai, 14th Feb., 1866.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, Leadenhall Street, London.
JAMES HARTLEY & Co., *Managers.*
Established 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
8jy-67 465 Nagasaki, 1st July, 1864.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.
(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.
11fe-67 442 Shanghai, 2nd June, 1864.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

INSURANCES.

THE NORTHERN ASSURANCE COMPANY.
Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

MISCELLANEOUS.

IN CHANCERY.
In the matter of the Companies *Act* 1862,
and
In the matter of the Commercial Bank Corporation of India and the East.

THE Creditors of the above named Company are required, on or before the 10th day of November 1866, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors if any, to Mr. William Hopkins Holyland, the Official Liquidator of the said Corporation, at his offices situate No. 13, Gresham Street, in the City of London, and if so required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims at the Chambers of the Master of the Rolls at Rolls Yard Chancery Lane, in the County of Middlesex, at such time as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Monday the 3rd December 1866, at 11 o'clock in the forenoon at the said Chambers, is appointed for hearing and adjudicating on the debts and claims

As it is proposed to pay a dividend shortly after the 3rd of December next, any Creditors whose claims are not received before the time above specified will be excluded from such divideud.

Dated this 16th day of August, 1866.

FRESHFIELD & NEWMAN,
5, Bank Buildings, London.
Solicitors for the above named Official Liquidator.
tf292 October 27th, 1866.

NISSEN & PARKER,

Engravers, 43, Mark Lane, London.

Bank Notes, Cheques, Drafts
CERTIFICATES, BONDS, SHARE PLATES.
Bankers and Merchants Account Books,
ALL USUAL PATTERNS SUPPLIED FOR
Joint-Stock Banks and Public Companies.

GENERAL EXPORTERS

To the East and West Indies, China, and South America, of Saddlery, Fire Arms, Clothing Plated Ware, Musical Instruments, &c. &c.,

For Sale or Consumption.
tf 737 Shanghai, 8th September, 1866.

SAUCE.—LEA AND PERRINS'

WORCESTERSHIRE SAUCE.

PRONOUNCED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE AND APPLICABLE TO Every variety of DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

CAUTION.

LEA AND PERRINS

Beg to caution the Public against spurious imitations of their celebrated

Worcestershire Sauce.

L. & P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs Crosse and Blackwell; Messrs. Barclay and Sons, London; &c, &c.; and by Grocers and Oilmen universally.

31de-66 672 December 23rd, 1865.

MISCELLANEOUS.

JULIUS BERNARD,
PUBLIC ACCOUNTANT
AND
AVERAGE STATER.
Office
Rear of French Dispensary,
Adjoining Messrs. REMI SCHMIDT & Co.'s premises.
FRENCH BUND.
tf 723 Shanghai, 9th June, 1866.

ENGLISH GARDENS IN THE EAST.

THE Fourth season has now confirmed the complete success of Mr. Christy's Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, Junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. Fruit Trees, including Pears, Apples, Plums, Currants, Gooseberries, Peaches, Nectarines, Apricots, Cherries, and Quinces, Per Case, 10 Guineas.

20 FRUIT TREES, with ten vines, per case 14 Guineas.
ROSES of the best kinds, per case 15 Guineas.
RHODODENDRONS, and AZALIAS, &c., per case 15 Guineas.
GARDEN SEEDS, (various), per case 5 Guineas upwards.

The number depends on the size of the roots: the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. & O. steamers call. The season for shipment commences about September, and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished to prevent delay in forwarding. Orders are received and transmitted by Messrs. Rees Glanmoby & Co., Chapel Place, Poultry, London.

31de 726 30th June, 1866.

WELLINGTON
KNIFE POLISH.
SURPASSES ALL OTHER ARTICLES FOR CLEANING AND POLISHING CUTLERY, ETC.

JOHN OAKEY & SONS,
MANUFACTURERS OF
Emery, Black Lead, Cabinet Glass Paper, Emery and Glass Cloth,
INDIA RUBBER KNIFE-BOARDS,
Silversmiths' Soap
For Cleaning and Polishing Silver, Electro Plate, Plate Glass, &c.
SCOTCH, FRENCH, LONDON RUSSIAN, AND OTHER GLUES.

WELLINGTON MILLS,
Blackfriars Road, London, S.
20jy—67 689 May 19th, 1866

Cordial of the Benedictine Monk of the Abbey of Fecamp.

THIS Liqueur which dates from 1510, is Tonic. Anti-apoplectic, Digestive, and of an exquisite flavour. The Salutary Plants of which it is composed are gathered on the Cliffs of Normandy, they possess all the vivifying emanations of the Northern Sea, and compose one of the best Cordials and one of the most efficacious preservatives against epidemic diseases.

Latterly the French Medical men have almost unanimously prescribed it for patients who by their gastric tendency were more subject to attacks of FEVER and CHOLERA. May be had of

A. Legrand Ainé, at Fecamp.
House in Paris.—No. 19, Rue Vivienn.

This Liqueur may be found all over the World at the Principal Wine and Spirit Merchants, Pharmaceutists, Confectioners, Grocers, and Dealers in Provisions in General, &c.

27ja 689 January 27th, 1866.

DINNEFORD'S FLUID MAGNESIA

Is the great remedy for
ACIDITY OF STOMACH, HEADACHE HEARTBURN, INDIGESTION, SOUR ERUCTATIONS & BILIOUS AFFECTIONS.
It is the Physician's cure for
GOUT,

Rheumatic Gout, Gravel, and other complains of the Bladder, and in cases of **Fever and Feverish Irritability of the Skin** it produces grateful cooling effects. As a safe and gentle Medicine for Infants; Children, Delicate Females, and for the sickness of Pregnancy, Dinneford's Magnesia is indispensable, and when taken with the Acidulated Lemon Syrup forms

A Delightful Effervescing Saline and Aperient.

Prepared by
DINNEFORD & Co.
Chemists, London,
And Sold by Druggists and Storekeepers throughout the World.

Caution.—Ask for *Dinneford's Magnesia*, and see that "Dinneford & Co." is on every Bottle and Label.

A. S. WATSON,—*Agent, Hongkong.*
23de-66 669 December 23rd, 1865.

MISCELLANEOUS.

BENSON, J. W., by SPECIAL APPOINTMENT to H. R. H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H. H. the MAHARAJAH OF BURDWAN.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate Hill.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond Street.

BENSON, J. W., MAKER of the GOLD CASKET presented by the City of London to H. R. H. the PRINCE OF WALES.

BENSON, J. W., MAKER of the CASKET presented by the City of London to H. R. H. PRINCE ALFRED.

BENSON, J. W., PRIZE MEDAL, LONDON, Class 33.

BENSON, J. W., PRIZE MEDAL, DUBLIN, Class 10.

BENSON, J. W., MAKER of the CHRONOGRAPH by which the DERBY is TIMED.

BENSON, J. W., MAKER of the GREAT CLOCK of the EXHIBITION, 1862.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON'S WATCHES are sent to all parts of the World safe by post.

BENSON'S WATCHES.—Gold and Silver, at 200 to 2 Guineas, in all sizes, from half to 3 inches diameter.

BENSON'S WATCHES, CHRONOGRAPH, KEYLESS, REPEATERS.

BENSON'S WATCHES, CHRONOMETER, DUPLEX, LEVER.

BENSON'S WATCHES, HORIZONTAL, CENTRE SECONDS, &c.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 25 Guineas; Gold, 40 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas; Gold, 40 Guineas.

BENSON'S CLOCKS for the DRAWING, DINING, and BED-ROOMS from 2 to 2,000 Guineas.

BENSON'S CLOCKS for the HALL, LIBRARY, and CARRIAGE.

BENSON'S CLOCKS for CHURCHES TURRETS, and STABLES. Estimates sent.

CANDELABRA in ORMOLU and BRONZE.

CANDELABRA in SILVER and ELECTRO-PLATE.

BRONZES d'Art by ROSA & ISIDORE BONHEUR, PRADIER, MENE, BARYE, &c.

JEWELLERY, DIAMOND, of ORIGINAL DESIGNS.

JEWELLERY for BRIDAL and other PRESENTS.

JEWELLERY, designed by ITALIAN and FRENCH ARTISTS.

SILVER PLATE, designed expressly for PRESENTATION.

SILVER PLATE for RACING, FIELD, or AQUATIC SPORTS.

SILVER PLATE for the SIDEBOARD DINNER, and TEA TABLES.

SILVER PLATE for INDIA.

BENSON'S PLATE PAMPHLET, *illustrated*, contains 300 Engravings.

58 & 60, LUDGATE-HILL, 25, OLD BOND-STREET and 99, WESTBOURNE-GROVE.
6ap-1867 1026 October 6th, 1866.

Telegrams to Europe per Indo-European, Malta and Alexandria and Malta and Trieste lines.

THE Undersigned beg to tender their services for receipt or transmission of Telegrams by the above lines.

J. GIBSON THOMSON & Co.,
Agents for Reuter's Telegram Company, (Limited)
Point de Galle, Ceylon, Sept 18 21st, 1865.
tf 650

TUPPER & Co.,
Manufacturers of
GALVANIZED CORRUGATED IRON
IRON ROOFING, SHEDS, BUILDINGS, CHURCHES, SCHOOLS, &c., &c.
61 a, Moorgate Street, London, E.C.
23de-66 671 December 23rd, 1865.

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ADVERTISEMENTS.

P. & O. S. N. Co.

. NOTICE.

Steam to Hongkong,
With H. M.'s Mails for Europe, &c.
The P. & O. S. N. Co.'s Steam-ship

"GANGES."

Captain Bernard, will be despatched from Shanghai, on Friday, the 9th November, at daylight, or such time of the night of the 8th and 9th, as the state of the tides may require, with Her Majesty's Mails for conveyance to Europe viâ Hongkong.

Cargo will be received on board up to Noon of the 7th, and parcels at this Office until 4 P.M. of the same day.

Correct forms of Bills of Lading can be had on application to this Office.

Shippers of Cargo on the Company's black Bills of Lading are particularly requested to note the terms, and conditions of these Bills of Lading, with reference to transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

E. WARDEN,
Agent.

P. & O. S. N. Co.'s Office,
Shanghai, 3rd Nov., 1866.

SOLID MAHOGANY FURNITURE.

FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON

are Manufacturing, Especially for use in Extreme Climates, Bed-Room Furniture, which is entirely free from Veneer.

IRON AND BRASS BEDSTEADS
suitable for all parts of the World. Their stocks consists of 2,500 Bedsteads.

HEAL & SON'S PATENT HORSEHAIR MATTRESS.

The Patent is for preventing the material from felting into a mass, and is especially suited for warm climates.

ILLUSTRATED CATALOGUE
FOR INDIA, CHINA, AND THE COLONIES,
of Bedsteads, Bedding, and Bed-Room Furniture, sent Free to every part of the World to which there is Book Post.

HEAL & SON,
BEDSTEAD, BEDDING, AND BED ROOM FURNITURE MANUFACTURERS,
196.197 & 198, Tottenham Court Road, London, W.

*** Remittances and orders must be made payable in London.
31oc-67 1292

TO IMPORTERS.

THE undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

Assorted Sample Cases forwarded on receipt of remittance or order on London Agent.

E. MOSES & SON,
Corner of Minories and Aldgate, London.
ja26 1291 3rd November, 1866.

Miscellaneous Intelligence.

NOTICE.—Trinity Church.—Divine Service is celebrated every Sunday at 11 A.M. and 5 P.M. Holy Communion is administered on the first Sunday of every month.

Persons not holding Pews are at liberty to occupy any seats they may find vacant when the reading of "The Psalms" is finished.

NOTICE.—Divine Service is held every Sunday Evening at 8, in the American Episcopal Chapel, Hong-que.

NOTICE.—Seamen's Church, Shanghai.—Divine Service is held in the above Church Every Sunday by the Rev. Moritz Kauffman, the Chaplain, at half-past 10 o'clock in the Morning, and 4 o'clock in the Afternoon.

LATEST DATES.

England.. (*tel.*)..Oct.	4	Hankow,.........Oct.	28
Hongkong,....... ,,	25	Nagasaki,......... ,,	19
Tientsin,......... ,,	26	Yokohama,....... ,,	18

Latest dates in England, from China,—
Hongkong,....... July 12 } Received via Marseilles
Shanghai,........ ,, 5 } Aug. 27th.

OPIUM QUOTATIONS
For the week ending Nov. 22nd, 1866.

Malwa.		Patna.	
Oct.—*New.—Tls.*	*Old.—Tls.*	*New.—Tls.*	*Old.—Tls.*
27,—575	....	435	....
29,—585	....	430	....
30,—580 a 585	....	435 a 437	....
31,—580	....	415	....
Nov.			
1,—590	....	445	....
2,—591 a 595	....	441 a 445	....

METEOROLOGICAL TABLE.

Date.	Time of High or Low Water.	Rise or Fall.	Wind.	Force.	1.	Bar.	Ther.
	h. m.	*ft. in.*					
Oct. 27 L.W.	10.45	12.60	E.N.E.	8	b	30.11	67
,, 27 H.W.	2.40	23.08	,,	3	m	30.06	68
,, 28 L.W.	11.17	13.00	N.N.W.	4	r	30.29	62
,, 28 H.W.	3.36	22.09	N.W.	2	o	30.27	62
,, 29 L.W.	11.48	13.03	E.	3	b	30.28	61
,, 29 H.W.	3.56	21.10	,,	3	b	30.22	61
,, 30 L.W.	12.20	13.05	,,	3	o	30.14	62
,, 30 H.W.	5.06	20.11	,,	2	c	30.12	61
,, 31 H.W.	5.57	19.10	E.S.E.	5	c	30.12	62
,, 31 L.W.	12.58	14.06	,,	4	r	30.07	64
Nov. 1 H.W.	7.22	18.04	W.N.W.	1	m	30.08	64
,, 1 L.W.	1.22	15.07	Calm.	2	o	30.07	66
,, 2 H.W.	8.45	19.04	W.	2	f	30.16	66
,, 2 L.W.	3.12	14.09	,,	3	r	30.11	66

Explanation.
F. Force (1 to 12). I. Initials; b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; z. calm.

MARRIAGE.

At the British Consulate, Ningpo, on the 26th October, by the Revd. Jarvis D. Valentine—William B. Jamieson, Esq., to Jeanie Mary Simpson, second daughter of David Notman, Esq., late of Edinburgh—No Cards.

DEATHS.

On the 31st August, at Southampton, six days after his arrival from China, Edwin Pickwoad, Proprietor of the *North-China Herald*, of Shanghai.

At Shanghai, on the 1st November, Alexander Bonney.

At Shanghai—suddenly—on the 28th instant, Mr. J. G. Boyd, late of Singapore, aged 43 years.

LATEST SHIPPING INTELLIGENCE.

Arrived.—Nov. 3, "Express," (Br. str.), Whitelaw, from Ningpo. "Tah-Wah," (Am. str.), Andrews, from Hankow.

PASSENGERS.

Arrived.—Per "Suwonada" from Hongkong, —8 Europeans and 50 Chinese. Per "Niphon" from Hongkong,—Messrs, Russell, Dickson, Detmering, and 5 Chinese. Per "Azof" from Hongkong,—Mr Felmengers, Mr. Feltham, R.N., and 40 Chinese. Per "Nanzing" from Tientsin,—Dr. Bier, Mr. and Mrs. Smith, Mr. and Mrs. Harsean, Messrs. Rennie and McClure. Per P. & O. Co.'s Steamer "Aden," from Hongkong.—Mr. & Mrs. Forrest, Mr. & Mrs. Arthur, Mrs Coxon, Messrs. Warwick, Grant, Verlender, Thys Ghisel, Meyer, Frasinhack, Ruch, Leevesly, Koge Krocker, Lamond, Donall, Forbes, Schmidtz, Hudson, Micken, and Ray. Per str. "Kiangloong," from Hankow,—Messrs. Giquel, Cope, Dupuis, Lovell, and 80 Chinese.

One of the P. & O. Co.'s Steamers, with Mails, &c., for Europe, will leave on Friday, the 9th instant.

The London Mail of the 26th Sept., due in Hongkong on the 10th Nov., and here on the 16th.—It arrived last year on the 21st Nov., per *Cadiz*.

The French Mail of Sept. 17th, due in Hongkong on the 28th Oct., and here on the 5th of Nov. It arrived last year on the 8th of Nov., per M. I. "*Labourdonnais.*"

The publication of the *North-China Herald* commenced at 3 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, NOV. 3rd, 1866.

Whenever a question arises as to our right to force our intercourse on eastern nations, or to retain possession of our colonies against the will of the aborigines, the stereotyped answer is, that it is our mission; that we are fulfilling the behests of Providence, in carrying enlightenment among the benighted. But it would not always be easy to find an equally satisfactory answer to a question, how we are fulfilling that mission. The advent of the Anglo Saxon in America heralded the extinction, not the enlightenment, of the Indian; and a similar result appears likely to ensue in Australia and New Zealand. Here, however, another stereotyped explanation is provided, in antagonism of race; and we point to India as an example of what we can do, where the conditions of our association with the people are more favourable. But whatever our success in India, it has been attained because our position has enabled us to introduce the appliances of modern science, despite the apathy or opposition of the people; and the latter learn from practical demonstration. In China, where the case is reversed, where we have to convince the native mind of the value of these appliances, as a preliminary to their introduction, it is different. The only two instances in which, apparently, the Chinese have appreciated foreign innovations on their established customs, have been arms and steamers—of the value of both of which they have had very practical demonstration, *in the defeat of their armies* and the destruction of their junk trade. As far as abstract enlightenment of mind goes, they are no further advanced than when we first gained admission to their ports. Their appreciation of steamers, is confined to using them, occasionally even buying them, and employing foreigners to work them. They are no more capable of constructing one, than they were before steam was invented. And, thus far, the same rule holds good in respect of their factories of arms. In military science, and the manufacture of the arms used in its practice, the Chinese have acknowledged us their masters, and submitted themselves to our instruction; but they have as yet made no step towards acquiring the higher branches of science, which have enabled us to attain our superiority. This, however, appears, at present to afford the most promising opening for the introduction of a little of the light of Western reason. It is to be hoped that they may soon find out the impossibility of acquiring a thorough knowledge of these matters, on a basis of ignorance, and may realise the necessity for introducing the study of physics, as an essential part of their educational system. Without a knowledge of chemistry and other branches of natural science, they can never succeed in their arsenals and factories, independently of foreign aid; and all the instruction they have derived is no better than a house built on the sand, without stability of foundation. We trust that the lesson China is now receiving, in fabricating engines of war, may pave the way to the introduction of the arts of peace—to the development of a higher and more useful philosophy, than now muddles the brains of her reputed scholars.

The Viceroy has at length determined on the movement against the Honan and Shantung Nienfei, to which Tseng-kwo-fan has so frequently urged him, and has left Nanking for the seat of war. For once, apparently, the Imperialists are in earnest in their operations. A triple advance has been planned,—the Viceroy marching from the South, Tseng-kwo-fan from the East, and another Imperialist force from the North-west,—by which it is hoped to surround and effectually crush the rebels. Hitherto, there can be no doubt, Li has not co-operated heartily with his patron and present rival. It did not answer his purpose to contribute to the latter's power and glory, without advancing his own; and he has waited an opportune time for a decisive blow of which the credit should redound on himself. Had he moved at first, Tseng-kwo-fan, as Commander-in-Chief, would have had the credit of success; but now, the latter having proved himself unable during a long campaign to inflict any decisive blow on his opponents, it will be to Li's arrival on the scene that victory will be attributed, should it crown the Imperial banners; and his prestige which will be exalted.

Li will thus have an opportunity of seeing, in the field, a portion of the troops he has so long been drilling; and they will, we fear, disappoint him. From the expense he has incurred in providing them with European instructors, he has a right to expect men whom two years' drill has reduced to a fair state of discipline, whereas he will hardly find a tithe who have served more than a few months. Until he can guard against the stupidity and cupidity of his own Mandarins, his efforts will never succeed as they deserve. It is the misfortune of Power, that unpleasant facts of this nature are seldom allowed to reach it. Li will now have a better opportunity of ascertaining them by personal examination. Let him ask his foreign officers the condition of their soldiers, and he will learn that they have barely acquired the rudiments of drill; let him enquire from the men themselves how long they have been under instruction, and he will find that, in a camp where he thinks he has a body of trained troops, who have reaped the benefit of two or three years' instruction from foreign masters, there is scarcely a man who has been so much as six months in the service, while a large proportion have been less than three. The reason of this is that, month after month, as soon as the muster has been taken and certified to by the inspecting officer, as many as twenty per cent of the men are discharged, in order that the Mandarin commanding them may pocket their pay. A few days before the next muster, the battalion is made up again to the strength of the pay roll, again to be cut down as soon as the inspection is over. If the old hands were re-engaged, matters would not be so bad; the government would merely be defrauded of so much money and have twenty per cent less efficient soldiers than it imagines. It is not, however, the recruits who are discharged, but the longest and therefore best trained of the soldiers. The *reason of this would be unintelligible*, did we not know that the new comer is taken on with the understanding that he is to receive no pay, not only for the remainder of the current month, but during the next also. The result of this system on the efficiency of the army, may be imagined. It renders the work of the European drill instructors a ceaseless and hopeless task—like endeavouring to fill a sieve with water, which runs out as fast as it is poured in. Many are thus utterly disheartened. Anxious to be able to point to a well drilled regiment as the result of their pains-taking, they at last become disgusted with a system which renders all their labour vain. Equally with the Imperialists as with the rebels, again, the full value of a European was seldom evoked, because the Chinese are too fond of directing him how to impart the instruction he is paid to communicate. Had the rebels known better how to use foreigners, and the real value of foreign intelligence, their flag might have floated to this hour over the walls of *Nanking*. But the revelations of those who have left them, show that they were regarded rather as ferocious animals, which must be kept chained up and only let loose on the enemy when wanted to fight. Directed by a Chinese, a foreigner can be little, if at all, better than a Chinese. It is only when the European has had completely, or nearly completely, his own way that the result of his endeavours has been successful. Had the Customs been less foreign, the result would have been *a total failure*. *Had Gordon* been less independent in his command, Taepingdom would now have been as strong as ever. Had there been a Mandarin between Macartney and the Viceroy, the arsenals on which Li so much relies would have no existence, and the idea that foreign things could only be made in foreign countries, would be as firmly planted as ever in the Chinese mind.

We commend these suggestions to the consideration of the Viceroy, who will have *ample opportunity*, during the approaching campaign, of testing their justice. He will find, in the venality of his own mandarins, a reason for the comparative inefficiency of his troops, and in the grant of fuller powers to his foreign officers, a powerful remedy.

Summary of the Week.

The races have been occupying the attention of the community during the week, almost to the exclusion of other news. A full account of them will be found elsewhere. Nothing further has been discovered relative to the two missing Indians, but a number of arrests have been made; and some 15 of the villagers implicated in the affair being now in custody, it is hoped that the mystery of their disappearance will soon be cleared up. The Ratified Copies of the Belgian Treaty were exchanged on Saturday, by H. E. Baron Kint de Roodenbeck, on the part of H. M. the King of the Belgians, and H. E. Kwo, acting Futai of Keangsoo, on the part of H. I. M. the Emperor of China; Dr. Winchester H. B. M. Consul, Mr. Morel, and Messrs. Stronach and King of H. M. Consular Service, attending. The exchange was followed by a banquet.

The two surviving Catholic Priests, who escaped to the Corean mountains after the massacre of their fellows, arrived at Chefoo on the 6th instant, having been a month on the passage. They confirm the news of the murder of the crew of the *General Sherman*, on the 2nd ultimo. The whole of the Corean male population is said to have been summoned to arms by the King, to resist the French. A special courier had arrived from Peking, with a letter advising the Coreans to treat with, rather than attempt to combat, the French; and at first their King was inclined to follow the advice. Subsequently, however, his Councillors persuaded him to continue the persecution which had been commenced against the Christians, and to persevere in an exclusive policy.

Mottoes.

For Messrs. M —— & Co.'s "Northern Traders."
"The cry is still, they come."
Macbeth—act. v. scene v.

For Tea Shippers—
"Dropping buckets into empty wells,
"And growing old in drawing nothing up"—
Cowper.

ROWING.

The regatta which has just been held, marks a new era in boat-racing at Shanghai. Though enjoying their sport and entering with tolerable spirit into the contests which every spring and autumn bring forth, boating men here lacked the stimulus of emulation to impel them to strive after excellence. If a man won a race, he merely beat his neighbour, and though the latter might regret having missed the prize, no motive of rivalry would impel him *to extraordinary efforts to win at the* next meeting. The emulation which exists among the various public schools at home, is admittedly one great secret of the excellence English lads attain in all manly and athletic exercises. Without the annual Oxford and Cambridge races, rowing would no longer hold the high place in general estimation which it now fills; nor, without the constant matches between neighbouring schools, would a rank among the first eleven continue to be the object of every youthful cricketer's aspiration. In respect of cricket, Shanghai is more fortunate than most isolated places. It possesses the resources of several rival schools in itself. The Scotch members of the Club challenge the English; Tea and Silk men band together against all comers, and shortly, we believe, the Racquet Club is likely to be called on to hold its own against a select eleven. The Rowing Club has not, hitherto, been similarly fortunate. Its contests have all been among its own members, man against *man; and though its* capital boat-houses and good stock of boats prove that there is no lack of fondness for the sport among its members, its meetings have hardly attracted the same interest, in comparison with other games, that regattas do in England. All that was wanted was the introduction of an element of rivalry, and this has now been supplied. We hail the international match rowed on Friday, as the first of a series of annual contests between English and American residents, which will be to Shanghai what the Oxford and Cambridge matches are to England. Members of both nationalities will strive hard to qualify themselves for a seat in their national "eight" if wanted; and a desire to carry the national flag to the fore will induce a careful selection of the best man for each seat in the boat. A more earnest desire to win, too, will lead men to train; and the spectacle of a boat's crew shutting up a quarter of a mile from home will, we hope, be thus avoided in future. As in the university races "the best picked men will be selected, and the hardest exercise and severest training gone through by them to improve their wind, strength and endurance," at least for several weeks before the great day arrives. Pudding, "pegs" and cheroots will be excluded in favour of beefsteaks and porter, and a degree of health and strength attained in consequence, which will excite the envy of on-lookers. Style will be improved, too, in the struggle to excel. The objectionable back splash, which both crews were guilty of in feathering at this meeting, will be avoided, and a long steady even stroke—"the blade of the oar not being dipped too deeply into the water, or thrown too high above the surface when withdrawn"—will be cultivated. The international match, however, is not the only promising feature in the programme. The advent of a Ningpo "four" marks the importation of another element of rivalry, and offers an example to the riverine ports which we trust they will not overlook. Two at least out of the three ought to be able to send "fours" to contest a "Port" race which, after one or two seasons, would be looked on as a standing feature in the programme. Again, then, we hail the meeting which has just passed as likely to impart new life to boating in Shanghai, and the establishment of an international match as a new element of interest in a place not too remarkable for pleasurable excitement.

THE INTERNATIONAL BOAT RACE.

* * * "ferit æthera clamor
Nauticus; adductis spumant freta versa lacertis."
Æneid V.

1.
"I see no rhyme nor reason why we should not once this season
Have a pull against the eight our British crew;
Times are past when we were jealous and we know we're all good fellows,
Let us pull a Race—the RED versus the BLUE!"

2.
So spoke the gallant Hayes; and "in a few short days
I will train my men," says he, "to do me credit;
And all steady, calm, and sober, some bright evening in October,
We'll try to win, and win we will: I've said it."

3.
"Like a son of Lacedæmon will I pull," said J. F. Seaman,
"And my country's cause uphold with grace and spirit."
"With an air so cool and leery, "indefatigable Geary
Says, "for me the crown of steadiness and merit."

4.
"Though not pulling for our lives," observed sententious Ives,
"We are pulling, Boys, for our dear Union's honour."
"I guess we are quite so," replied the sturdy Low,
"And no Britisher shall ever put upon her."

5.
"They are men of pluck and pith," rejoined E. U. Smith,
"So we'll keep ourselves in training and in fettle:"
"Smoke and pastry I'll abjure," said Forbes, "and then I'm sure,
You shall not say No. 6 has lost the battle."

6.
"I shall wonder much indeed," said ardent [illegible] Reid,
"If we do not come out victors in these wars:"
"I never yet talked rashly," quoth our trim coxswain Ashley,
"But I'm steering for the stripes and for the stars."

7.
Now we know by what occurred, that each man kept his word
And pulled as should each Anglo-Saxon crew;
Though Dent despaired too soon and Dopard was "sick coon,"
We will not be very hard upon True Blue.

8.
Hurrah! then for our stroke, thews of iron, heart of oak!
Let us crown him high with laurel and with bays.
For Victory he has won worthy of "strong [illegible]'s son."
Three times three and one cheer more for gallant Hayes!

SHANGHAI RACES.

First Day.

A more unfortunate day for the races than yesterday, could hardly have happened. The rain, which has been so badly wanted to soften the course during training time, came at length most inopportunely, upset all calculations and rendered the spectators generally uncomfortable. Several of the best ponies were scratched, and the chances of the others of course considerably changed. Half Shanghai had already gone on shooting excursions into the interior, and a large majority of the remainder, apparently, were deterred by the unpleasant weather from visiting the course. Add to this, that the horse races were a complete failure, and the complaints of dulness which were heard on all sides are easily accounted for. A prize is given in the hope of eliciting some competition—not as a present for any particular stable. Much, therefore, as we should regret to see the race programme reduced simply to

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...ery..les, it is better that it should be so, ...f stock of horses no longer affords ma-...ial for contests. A good horse race is, of ...se, more exciting than a pony race; ...ut a good pony race affords infinitely more ...ement than the prospect of a horse ...epeating a formal canter. Half an ...ur's trial in the morning had given a ...pe that *Traveller* would be able to run ...n the Eastern Cup, but his lameness re-...ned almost directly he got on the course. *Pathfinder* having been scratched for this ...nd all his engagements, no competitor was ...ft for *Ramornie*, who of course won as he ...ked, notwithstanding the creditable efforts ...f *Smith O'Brien's* rider to afford the on-...lookers the spectacle of a contest. The ...ny races were good, though no very severe ...struggles occurred. *Fleur-de-lis* again bore ...is owner's colours to the fore in two races, ...nd destroyed *Birdlime's* hopes of retaining ...the Celestial Cup.

I.—Maloo Plate.—Value Tls. 100.—For Manila, China, and Japan Ponies. Weight for inches as per scale.—Entrance Tls. 5 each; Manilas 7 lbs. extra.—½ Mile.

Fleur-de-lis	9st. 8lbs.	1
The Rejected.........	10 „ 6 „	2
Brick Tea.........	9 „ 12 „	3
Kwei Hua		0
Cossack		0

Nine ran.—*Fleur-de-lis* jumped away with the lead, but was quickly pulled in—subsequently came away and won by nearly two lengths.—Time, 1m. 4½s.

II.—Cathay Cup.—Value 100 Gns.—For all Horses. Arabs, 8 st. 7 lbs.; Stud Bred. 9st.; Colonials, 3 yrs 9st., 4 yrs. 10st., 5 yrs. 10st. 7 lbs., 6 yrs. 10st. 12 lbs.; English, 3 yrs. 10st. 7 lbs., 4 yrs. 10st. 7 lbs., 5 yrs. 11st. 6 yrs. 11 st. 5 lbs. Winners of a Hong-kong or Shanghai Challenge Cup (not an Arab Challenge Cup) 14 lbs. extra, or of a race at the last Shanghai Spring Meeting, 7 lbs. extra, not accumulative. Entrance Tls. 10 each.—1½ Mile.

Sir William ......12st. 5lbs., w.o.

Early Purl was nominally started, but was pulled up after passing the judge's stand taken home, leaving *Sir William* to canter round the course.

III.—Maiden Stakes.—Value Tls. 100.—For China Ponies that have never run at any Meeting in China. Weight for inches as per scale.—Entrance Tls. 5 each.—¾ Mile.

Peep o' day Boy......	10st. 5lbs.	1
Mammon...............	10 „ 4 „	2
Short Commons.......	10 „ 6 „	3
Tulip...............		0
Eclipse		0

Nineteen ran.—A good race up the straight, *Mammon* coming well up at the finish, was only beaten by a length; about two lengths between 2nd and 3rd and the same between 3rd and 4th. *Snowdon* broke away in a false start, came round by himself and went in, the rider claiming the race, which however was given against him.—Time, 1m. 42s.

IV.—Eastern Cup.—Value Tls. 150.—For Colonials and Arabs. Horses entered for the Bachelors' Cup excluded. Arabs 8st. 7 lb.; Colonials, 3 yrs. 8st. 7 lbs., 4 yrs. 10st., 5 yrs. 10 st. 7 lbs.; 6 yrs. 10 st. 12 lbs. —Entrance Tls. 10 each.—2 Miles.

Ramornie	10st. 12lb.	1
Smith O'Brien.......	10st. 9lbs.	2

This of course was a foregone thing for *Ramornie*, who won as he liked, coming in, however, in a lather which did not say much for his condition. Time 4m. 23s.

V.—Wangroo Stakes.—Value Tls. 150. —For all China and Japan Ponies that have never won in Shanghai. Weight for inches as per scale.—Entrance Tls. 10 each.—1 Miles.

Brick Tea.............	10st. 5lbs.	1
Protigé...............	9st. 12lbs.	2
Omnia in Omnibus...	10st. 2lbs.	3
Monogram............		0
Impostor		0

Brick Tea ran to the front in passing the judge's box first time round, kept the lead throughout and won easily by several lengths. *Buccaneer* nowhere. *Tormentor* ...ed at starting, jumped the rails into the inner circle, threw his rider and galloped ... on his own account for some time, before he was caught.—Time, 4m. 57s.

VI.—Flyaway Stakes.—Value Tls. 150. —For all Horses. Arabs 9 st.; Stud Bred 9st. 7lbs.; Colonials 3 yrs. 9 st. 7 lbs., 4 yrs. 10st. 7 lbs., 5 yrs. 10 st. 10 lbs., 6 yrs. 11st.; English, 3 yrs. 10 st., 4 yrs. 11 st., 5 yrs. 11st. 5lbs. 6 yrs. 11st. 11 lbs. Winners of Hong-kong or Shanghai Challenge Cup (not Arab Challenge Cup) or of a race this meeting excluded.—Entrance Tls. 10 each.—½ Mile

Anecdote.............	11st. 11lbs.	1
Calmora..............	10st. 11lb.	2

This was the only horse race of the day that could be called a race, and even it was won easily by *Anecdote*. *Traveller* also came on the course, but left it immediately, lame.—Time, 54s.

VII.—Celestial Cup.— Value Tls. 500. For all China Ponies. To be won two consecutive Meetings by the same Pony.—Entrance Tls. 10 each; second Pony to receive Tls. 50; last Pony to pay third Pony's entrance.—1½ Mile.

Fleur-de-lis............	9st. 8lbs.	1
The Rejected............	10 „ 6 „	2
Birdlime	10 „ 2 „	3
Protigé............		0

The first time past the stand, *Fleur-de-lis* and *Birdlime*, in whom the interest of the race centred, were running abreast behind all the other ponies. They drew up on the opposite side of the course, but all ran together until coming round the corner. *Fleur-de-lis* then drew ahead and passed the stand several lengths ahead of *The Rejected*, who was closely pressed by *Birdlime* at the finish. Six ran.—*Tormentor* again jumped into the inner circle at starting, where his rider took him round. The rider of *Rejected* claimed a foul which was disallowed. Time, 3m. 34s.

Second Day.

The weather being more favourable, the attendance at the Stand was better than on the previous day, and more ladies were present. The pony racing was again good, better than on Wednesday; but the horse races, with the solitary exception of the Autumn Vase, were again worse than a farce. *Sir William* was allowed to walk over for the Bachelor's Cup, on account, it was stated, of the difficulty in finding a sufficiently light weight for *Exeter*, who subsequently beat *Ramornie* with ease for the Autumn Vase. The prospects of the Champagne Cup have been so freely commented on for the last two days, that it is unnecessary to do more than allude to them to explain the loud cheers which *Peter Simple's* appearance on the course called forth, and the storm of yells and hisses which greeted *Lawyer's* arrival in front of *Rochester*, at the post. His arrival in the enclosure was the signal for a renewal of the uproar, when, we are sorry to say, his rider foolishly lost his temper, dismounted and struck two or three times with his whip at those nearest to him. This outbreak was the more foolish as the demonstrations were directed against the horse, or rather against his owner. Had it been otherwise, however, the gesture of affected disregard with which he replied to the hisses that greeted the arrival of the two horses at the post, invited strong expression of disapproval. He had been put on a horse to win a race, and had done so. Had either of the jockeys been hooted, it would have been the rider of *Rochester* who could have won, rather than of *Lawyer* who did. It is greatly to be regretted that, among a comparatively small sporting community, the best horse should not be allowed to win, and such unfortunate scenes as that of yesterday rendered impossible. The object of racing is, professedly, *sport*, and any deviation from that object is to be deprecated. The Stewards, of course, disqualified *Lawyer's* rider from riding again at this meeting, and the overweight carried by *Fleur-de-lis* in the Champions' Plate, which he notwithstanding won so gallantly, was a consequence.

I.—Northern Cup.—Value Tls. 75.—For China and Japan Ponies. Weight for inches as per scale. Winners at this meeting 7 lbs. extra.—Entrance Tls. 5 each.—1 mile.

Fleur-de-lis...........	10st. 2lbs.	1
The Rejected	10st. 9lbs.	2
Birdlime.............	10st. 2lbs.	3
Tulips..................	......	4

This was a splendid race in, *The Rejected* coming well up at the finish, but failing quite to reach *Fleur-de-lis*, who won by a neck. *Birdlime* made an effort about half way down the straight, but failed to reach the leading ponies, and was beaten for second place by a length. Time 2m. 21s.

II.—Champagne Cup.—Value Tls. 100.—For all Horses not otherwise entered in any other flat race at this meeting. Catch weights.—Entrance Tls. 10 each.—Once round.

Lawyer................................	1.
Rochester................................	2.
Marshal Ney............................	3.
Peter Simple............................	4.

Marshal Ney made a bad start. The other three got well away and ran together until the opposite side of the course, when *Peter Simple* dropped astern, leaving the race to *Lawyer* and *Rochester*, the former of whom had been declared to win and did so; *Rochester*, who could have won easily, being held. As the two passed the Stand, they were saluted with loud hisses, which rose to a perfect uproar as *Lawyer* walked into the enclosure.

III.—Selling Stakes.—For all China and Japan Ponies. If entered at a value of Tls. 50, to carry 9st. 7lbs. For every Tls. 50 additional value declared, 4 lbs. extra. The winner to be sold immediately after the race at auction with all engagements. Any amount realized by such sale over and above the sum at which the Pony has been entered, to go to the Fund —Entrance Tls 10 each, with Tls. 100 added from the Fund.—1½ miles.

Omnia in Omnibus...	10st. 1lb.	1
Mammon	10st. 4lbs.	2
Safety Valve..........	9st. 11lbs.	3

Nine started, but *Jack O'Lantern* pulled up lame directly after passing the box, and *Tormentor*, as usual, could not be got away with the rest, notwithstanding that he ran in blinkers. The remainder ran together to the opposite side of the course, where *Meteor* tailed off. *Mammon* led round the corner into the straight, with *Bogtrotter* in close attendance, but the latter drew ahead down the straight and won by a length and a half. Time 3m. 40s.

IV.—Bachelors' Cup.—Value 150 Gns —Presented by the Bachelors of Shanghai.—For Colonial and English Horses. To be run for at the Autumn Meetings, and to be won two years consecutively by a Horse or Horses the *bonâ fide* property of the same owner. Weights: Colonials 9st. 7lbs.; English 10st. 7lbs. Professionals allowed to ride at even weights.—Entrance Tls. 10 each.—2 Miles.

Sir William ....w. o.

This was another farce similar to the Cathay Cup yesterday. *Piff Paff* also starting, but pulled up immediately after passing the Box, and left *Sir William* to win. Time 5m.

V.—Champion's Plate.—Value 200 Gns. —For all Ponies.—To be run for at the Autumn Meetings, and to be won two years consecutively by a Pony or Ponies the *bonâ fide* property of the same owner.—Weight for inches as per scale.—Entrance Tls. 20 each.—2 Miles.

Fleur-de-lis..........	11st. 9lbs.	1
The Rejected.........	10st. 10lbs,	2
Anomaly.............	10st. 2lbs.	3
Silver Leaf...........	9st. 9lbs.	4

Fleur-de-lis has already established his reputation as the best pony in Shanghai, on a good many occasions; but such an achievement as winning this race, with 2st. 1lb. over weight, against so good a pony as *The Rejected*, transcends all his previous performances. They started well together, and passed the stand at a canter, *Silver Leaf* leading. He fell astern, however, after rounding the corner, and *Anomaly* followed his example shortly afterwards, leaving the race to the the two first ponies. *Fleur-de-lis* came away on nearing the distance post, and won by three or four lengths. Only four started out of 17 entries. Time 5m. 3s.

VI.—Autumn Vase.—Value Tls. 200.—For all Horse. Arabs 8 st. 7lbs.; Stud Bred, 9st.; Colonial, 3 years, 9st. 3lbs.; 4 years, 10st. 4lbs.; 5 years, 10st. 10lbs.; 6 years, 11st. 2lbs.; English, 3 years, 10st.; 4 years, 11st. 11lbs.; 5 years, 11st. 7lbs.; 6 years, 11st. 12lbs.—Winners of Bachelor's and Cathay Cups excluded.—Entrance Tls. 10 each.—1½ Miles.

Exeter..................	11st. 2lbs.	1
Ramornie	11st. 2lbs.	2

This was the only horse race of the meeting which involved the semblance of a struggle, and here only two ran out of ten entries. A capital start was effected and the horses ran together until coming up the straight, when *Exeter* came away and won easily by a length and a half. Time 2m. 26s.

VII.—Farmer's Plate.—Value Tls. 75. —For Manila, China and Japan Ponies.—Winner of the Maloo Plate this Meeting excluded. Weight for inches as per scale:—Entrance Tls. 5 each.—½ Mile.

Birdlime	10st. 4lbs.	1
Brick Tea	10st. 4lbs.	2
Cossack.	10st. 2lbs.	3
Protigé..................	11st. 10lbs.	4

Protigé's chance was destroyed by his carrying nearly 2st. over weight, and the event was looked on as foregone for *Birdlime*, who came away at the distance and won easily.

Third Day.

The racing to-day was much better than on the previous days, and afforded much more amusement. Four horses came to the post for the Farewell Cup; *Exeter*, to the surprise of many, beating his old competitor *Sir William* with ease, notwithstanding his previous three mile gallop against *Ramornie* in the Lee Ching Handicap. *Sir William* indulged in his old trick of shutting up directly he was passed, and ignored all the efforts of his jockey to rouse him. The Steeple Chase was a disappointment to those who looked forward to it as the most interesting event of the meeting; but the Helter Skelter, as usual, afforded immense amusement. To-day, we believe, the usual number of impromptu matches and scratch races which mark the fourth day, may be looked for; amongst others a match between *Cossack* and *Ringleader* is spoken of.

I.—Yang-King-Pang Handicap.—Value Tls. 100.—For all China and Japan Ponies previously entered at this meeting To be handicapped by the Stewards after the second day's races.—Entrance Tls. 5 each. 1½ mile.

Birdlime	10st. 4lbs.	1
Tormentor	10 „ 13 „	2
Monogram	9 „ 8 „	3

This was a very bad start, *Birdlime* jumping away with a clear lead and *Brick Tea* last. *Birdlime* went away at a tremendous pace, improving his lead to nearly a hundred yards on the opposite side of the course, and eventually winning easily by a dozen lengths. A splendid race for second place between *Tormentor* and *Monogram*, resulted in favour of the former by a head. Seven ran.—Time 2m. 49s.

II.—Lee Ching Cup Handicap.—Value Tls. 300.—For all Horses. To be handicapped by the Stewards after the second day's races.—Entrance Tls. 15 each.—3 miles.

Exeter	10st. 11lbs.	1
Ramornie	9 „ 12 „	2
Early Purl............	8 „ 8 „	3

Early Purl led past the stand at a great pace the first time round, *Exeter* second, and *Ramornie* third. The second time past, *Exeter* drew ahead of *Early Purl*, who shortly afterwards shut up, leaving *Ramornie* also far in the rear; *Ramornie*, however, again drew up on nearing the corner and nearly caught *Exeter* with a splendid rush on entering the straight. He failed to do so quite, however, and *Exeter* won easily by two lengths.—Time 6m.

III.—Consolation Plate. Value Tls. 100.—For all beaten Ponies at this meeting. Weight for inches as per scale.—Entrance Tls. 5 each.—Once round.

Mammon............	10st 2lbs.	1
Snowdon..............	10 „ 2 „	2
The Rejected.........	10 „ 6 „	3

This was a capital race in, and was won without punishment by a length, two lengths between second and third. The others all raced in pairs, a tremendous struggle between the twelfth and thirteenth resulting in a dead heat, and *Carnifex*, after a long interval, bringing up the rear. Fourteen ran—Time, 2m. 49s.

IV.—Farewell Cup.—Value 100 Gns —Presented by S. D. Sassoon, Esq. For all Horses. Arabs 8 st.; Stud Bred 8 st. 4 lbs.; Colonials 3 yrs. 8 st. 4 lbs., 4 yrs. 9 st. 8 lbs., 5 yrs. 9 st. 12 lbs., 6 yrs. 10 st. 4 lbs.; English 3 yrs. 9 st., 4 yrs. 10 st., 5 yrs. 10 st. 7 lbs., 6 yrs. 11 st. Entrance Tls. 10 each.—1 mile.

Exeter	10st. 5lbs.	1
Sir William	11 „ 0 „	2
Anecdote................	10 „ 11 „	3
Havannah	9 „ 12 „	4

Exeter got away last and ran a long way in the rear, hard held, until about half way round the course when he drew up, collared *Sir William*, who was leading, at the corner, came away, and won easily by four or five lengths; the same distance between second and third.—Time 1m. 53s.

V.—Steeple Chase Value Tls. 300.—For all Horses. Arabs 10 st.; Stud Bred 10 st. 7 lbs.; Colonials 11 st. 7 lbs.; English 12 st.—Entrance Tls. 10 each.—About 3 miles.

Kangaroo .... w. o.

Peter Simple put in an appearance, but was so out of condition that he was not allowed to run, and *Kangaroo*, who took all his jumps without once baulking, came in as he liked.—Time 10m. 54s.

VI. Helter Skelter.—Value Tls. 100. —China and Japan Ponies. Weight 10 st. 7 lbs.—Entrance Tls. 5 each.—Twice round a Course selected by the Stewards.

Tulips	1
Walking Beam.......................	2
Matador	3

Ten ponies started for this, which is always the most amusing race of the meeting, but the amount of tailing may be judged from the fact that five only passed the double jump opposite the Stand at the second round. *Tulips*, *Abal-ibouzobangunorriboo*, and *Walking Beam* leading, in the order named, but far ahead of *Matador* and *Tormentor*. *Walking Beam* however disappeared at some after period, and they came in, in the order named, *Tulips* far ahead of his competitors. His performance is the more surprising as it is asserted that he never was put at a jump before, and carried a heavy overweight.—Time 8m. 50s.

TIENTSIN RACES.

First Day.

1st Race.—Tszechuhlin Stakes; ½ *mile.*

Time 1m. 6s.

1.—Mr. Corduff's *Sir Michael.*
2.—Mr. Jaeger's *Avater.*
3.—Mr. Shortleg's *Attila.*

The lead was taken by *Attila* closely followed by *Sir Michael*, *Avater* about three lengths behind. This position they kept till they reached the distance, when *Avater* drew up, and a most exciting struggle took place for first honors, *Sir Michael* gaining them by a nose. The same distance separated 2nd and 3rd pony. *Joke* and *Flying Buck* also started.

2nd Race.—Maiden Plate; 1 *mile.*

Time 2m. 14s.

1.—Cosmopolite's *Mors-aux-dents.*
2.—Mr. Corduff's *Magician.*
3.—Mr. Shortleg's *Schamyl.*

A good start. The lead was taken by *Magician* with *Mors-aux-dents* about half a length behind, at the first corner *Mors-aux-dents* took the lead, which he gradually increased and came in winning as he liked. A very fast race, and won without the use of either whip or spur. *Joe Smith* started but was accidentally crowded into the ropes by *Schamyl's* rider, and came rather badly to grief. Beyond a few slight cuts his rider was uninjured.

3rd Race.—Town Plate; *once round.*

Time 3m. 4s.

1.—Mr. Fairleigh's *Llama.*
2.—Mr. Higginson's *Touch and Go.*
3.—Mr. Scammony's *Ace of Diamonds.*

Seven ponies started, the lead being taken by *Llama* which he kept throughout. *Touch and Go* and *Ace of Diamonds* came up well at the finish, but *Llama* was too good for them.

4th Race.—Tientsin Cup, 2½ *miles.*

Time 6m. 24s.

1.—Mr. Shortleg's *Schamyl.*
2.—Mr. Fairleigh's *Aide-de-Camp.*
3.—Mr. Higginson's *Great Heart.*

Four ponies started, *Aide-de-Camp* taking the lead which he retained to within a mile from home, when *Great Heart* took the ropes from him—*Schamyl* quietly ridden behind. When within three quarters of a mile *Schamyl* put on the pace and took first place at the East corner, eventually winning by six or seven lengths. *Aide-de-Camp's* rider broke his stirrup leather coming up the straight, which no doubt had something to do with his being beaten so easily.

5th Race.—Peiho Stakes; ¾ *mile.*

Time 1m. 40s.

1.—Cosmopolite's *Mors-aux-Dents.*
2.—Mr. Shortleg's *Attila.*
3.—Mr. Corduff's *Sir Michael.*

Only five started, *Mors-aux-dents* taking the lead which he retained throughout, winning easily by several lengths, and as before, not punished. 1st and 3rd ponies carried 7lbs. extra.

6th Race.—Peking Cup; 1½ *mile.*

Time ———

1.—Mr. Fairleigh's *Black Diamond.*

Attila started so as to make a race, but pulled up after the first quarter of a mile. *Black Diamond* of course went steadily round.

Second Day.

1st Race.—Kiachta Cup; 1 *mile.*

Time 2m. 20s.

1.—Cosmopolite's *Mors-aux-dents.*
2.—Mr. Corduff's *Magician.*

Only these two started. *Magician* taking a slight lead, which he lost at the first corner. *Mors-aux-dents* increased his lead up the straight and won by about three lengths.

The ten pounds penalty and a strong wind blowing at the time accounted for the race being so much slower than the same distance was run in on the previous day.

2nd Race—Roadsters' Plate; *twice round.*

1.—Mr. Fairleigh's *Llama.*
2.—Mr. Scammony's *Ace of Diamonds.*
3.—Mr. Higginson's *Touch and Go.*

Five started, the lead being taken by *Prince Charles* and *Donner.* In passing the stand the first time, *Touch and Go* with a rush gained first place, but allowed *Llama* to take it again when ¼ of a mile from home. *Llama* then kept the lead and won by about two lengths. *Ace of Diamonds* coming in for second honors, with a rush at the last. The riding of the first three ponies was done in a most masterly manner.

3rd Race.—Challenge Cup; 2 *miles.*

Time 4m. 59s.

1.—Mr. Fairleigh's *Black Diamond.*
2.—Mr. Martin's *Blanc Mange.*
3.—Mr. Shortleg's *Schamyl.*

Only four started for the great event of the meeting. *Blanc Mange* being the favorite at about 1½ to 1. *Schamyl* and *Black Diamond* took the lead, *Blanc Mange* held about six lengths behind, when within ¾ of a mile from home, ran close up to them, and was again held. At the last corner *Schamyl* made tremendous running, and at one time seemed as if about to carry off the prize. *Blanc Mange* and *Black Diamond* however, caught him at the hill, when the former took the lead and was going very strong at the distance post; he however, slackened down, and after a hard struggle *Black Diamond* gallantly landed himself a winner by nearly a head.

4th Race.—Mongol Cup; 1½ *miles.*

Time 2m. 56s.

1.—Cosmopolite's *Mors-aux-dents.*
2.—Mr. Corduff's *Sir Michael.*
3.—Cosmopolite's *Blanc Mange.*

Four started, *Sir Michael* making the running at a fearful pace, he was collared however, before he got to the half mile post, and *Mors-aux-dents* again won as he liked.

Blanc Mange got a bad start, but struggled gallantly for first place, he being declared to win; his gallop just before in the Challenge Cup had however been too much for him.

5th Race.—Steeple Chase, about 1½ *Miles.*

1.—Mr. Leicester's *Joke.*
2.—Mr. Semper's *Brute.*

Five Ponies started. One false start was made when three out of the five ponies got well over the first wall before they could be pulled up.

When started, *Brute*, *Pot Shot* and *Joke*, got well away, and went over the first wall together. At the large jump opposite the grand stand, the pace was very fast and the three ponies flew it together; at the third jump *Brute* and *Pot Shot* swerved and *Joke* going straight away from them won by half a mile. He took all his jumps in splendid style. This makes his third Steeplechase. *Potshot's* rider came badly to grief at the sixth jump, and was rather severely cut on the head. *Great Heart* and *Shammy* never got farther than the first jump.

Brute gained the second prize, and was pluckily ridden by his owner.

6th Race.—Selling Stakes; 1½ *miles.*

Time 3m. 5s,

1.—Mr. Fairleigh's *Llama.*
2.—Mr. Semper's *Arrow.*
3.—Mr. Jackson's *Weazel.*

Five Ponies started, *Llama* taking the lead and winning easy. *Llama* claimed by rider of 2nd Pony.

Third Day.

1st Race.—Peking Presentation Plate; 1½ *miles.* Time 3m. 37s.

1.—Cosmopolite's *Mors-aux-dents.*
2.—Mr. Fairleigh's *Black Diamond.*
3.—Mr. J. Jaeger's *Avater.*

After one false start, the Ponies got away well, with the exception of *Black Diamond*, who fouled the ropes and thus lost five or six lengths in the start. At the first corner *Mors-aux-dents* took the lead which he kept throughout, winning in a canter.

2nd Race.—Tai-Yuen-Stakes; 3 *miles.*

Time 8m. 35s.

1.—Cosmopolite's *Blanc Mange.*
2.—Mr. Shortleg's *Schamyl.*
3.— „ do. *Attila.*

Only these three started, the second and third ponies taking the lead, *Blanc Mange* hard held behind. When within a mile from home *Blanc Mange* came up close to them, and the pace was then very fast.

At the commencement of the run in, the old pony shot in, and won easily by several lengths, not touched. This makes the fourth 3 Mile Race he has won. His best time being 7m. 40s.

3rd Race.—Trial Stakes; 1 *mile.*

Time 2m. 16.

For all winners at this meeting.

1.—Cosmopolite's *Mors-aux-dents.*
2.—Mr. Fairleigh's *Black Diamond.*
3.—Mr. Higginson's *Llama.*

Black Diamond took the lead at the start closely followed by the other two. At the first corner *Mors-aux-dents* took first place, and gradually increased his lead, eventually passing the winning post at a canter.

4th Race.—Consolation Stakes; 1 *mile.*

Time 2m. 18s.

For all beaten Ponies.

1.—Mr. Corduff's *Magician.*
2.—Mr. Scammony's *Ace of Diamonds.*
3.—Mr. Higginson's *Great Heart.*

Five Ponies started. *Magician* took the lead and held it throughout. *Ace of Diamonds* made a gallant push for the Stakes, but came well in for second honors.

A Mafoo's Race, Sailor's Donkey Race and several foot races, closed one of the most pleasant meetings Tientsin has ever had the honour of producing.

SHANGHAI PAPER HUNT.

A meeting of Paper hunters has been held, which was very fairly attended and some lively discussions took place; the noble sportsmen giving expression to their opinions with considerable freedom.

John Markham Esq. having been called to the chair by acclamation,

The following gentlemen were elected to act as Stewards of the Hunt during the ensuing season:—

John Markham, Esq. (Master).—Proposed by W. H. Carter, Esq., seconded by Dr. Parker.

M. C. Despard, Esq., (Secretary and Treasurer.)—Proposed by Dr. Parker, seconded by T. K. Holdsworth, Esq.

Septimus Daly, Esq.—Proposed by W. H. Carter, Esq., seconded by Ed. Fischer, Esq.

C. Lucas, Esq.—Proposed by Doctor Parker, seconded by R. H. Hearn, Esq.

Doctor Parker.—Proposed by F. Evans, Esq., seconded by E. A. Fabris, Esq.

The following resolutions were also carried.

Proposed by Dr. Parker and seconded by T. K. Holdsworth Esq.

"That the weekly prizes of Tls. 15 formerly given to winners be discontinued."

Proposed by Dr. Parker and seconded by S. Daly Esq.,

"That any surplus funds remaining to the Hunt after the payment of expenses and compensations to farmers &c., be expended in the purchase of one or more cups to be run for during the season by members of the Hunt, over a line of country selected by the Stewards."

A discussion arose as to the advisability of having a fixed weight to be carried on such occasions, many men of weight being in favor of having their smaller competitors "leaded," say up to eleven stone and a half; but the following amendment was finally carried. Proposed by A. Ilbert, Esq. and seconded by C. A. L. Dunn, Esq.

"That "catch weights" be adopted when the aforesaid cups are run for.

Another debate took place on the subject of "Flags or Paper" for the prize runs, and it was finally determined, on the proposition of A. Ilbert, Esq., and seconding of C. A. L. Dunn, Esq.

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"That the course of such runs be marked by paper."

It was next carried

"That the Stewards shall draw up bye-laws for the guidance of the Hunt, taking the old rules as a basis, and having due regard to the foregoing resolution—such bye-laws to be submitted to a meeting of subscribers to be held at the Grand Stand at half-past seven o'clock on Tuesday morning next.

The following proposition brought forward by W. H. Carter, Esq. and seconded by R. H. Gore Booth, Esq.

"That Tls. 1,000 be collected from the Reconstruction Fund for the purchase of posts and rails, &c."

The Chairman, declined to put to the meeting.

The proceedings concluded with a vote of thanks to the Chairman, which was carried unanimously.

BANKRUPTCY COURT.

October 29th.

Re ROWLEY MILLER.

Before C. W. GOODWIN, Esq.

Mr. MYBURGH appeared for the petitioning creditors, the Comptoir d'Escompte de Paris, and said there was no desire on the part of the creditors for the appointment of a creditor's assignee, but that they were quite willing to leave the whole matter in the hands of the official assignee and that the estate would wind up very simply.

Mr. LAWRANCE, for the official liquidator, first put in the claims which the Commercial Bank preferred, amounting to Tls. 88,170.35.

There was a set off against this of the Fah-ho and Dadabhoy properties and of a share in a business at Hankow worth Tls. 4,000.

With reference to the first of the claims it appeared that Mr. Miller had endorsed a bill for Tls. 40,000 for the late Manager of the Commercial Bank, who wished to purchase some properties. On account of this bill Mr. Wiggins had paid Tls. 25,000 and he had moreover handed a cheque for interest to Mr. Miller, who had of course returned it. Mr. Miller had therefore received no consideration; he however, freely submitted his liability under the endorsement.

Next Mr. Rustumjee's claim for house rent, Tls. 251.

Then Mr. E. Roche's claim, Tls. 2,909.26 the balance of a bill for Tls. 9,000.

The case was adjourned until the 28th Nov.

THE UNITED STATES CONSULAR COURT.

October 25th.

Before GEORGE F. SEWARD, Esq.

Consul General.

AND

W. Blanchard, Esq.
M. Blethen, Esq. } *Associates.*
M. Clark, Esq.

The Master and Owners of the *Williamette* v. the *Plymouth Rock.*

Mr. Rennie appeared for the libellants.

Mr. Eames and Mr. Myburgh for the defendants.

Mr. RENNIE said. The *Williamette*, on the night of the 1st August, was anchored head up the stream about a mile off Beaver Island and thirty miles below Chinkiang in the river Yangtze; she had dropped anchor at about ten o'clock at night; her watch was duly set; she had a white light at her mast head; and as soon as possible after she had let go her anchor the paddle-box lights were taken in. About 2 A.M., the *Williamette* saw a large steamer about half a mile off drifting down the stream, head across it, at the rate of about five miles an hour. When within hailing distance this steamer hailed the *Williamette* and ordered her helm to be starboarded. This was done; but shortly after the *Plymouth Rock*, the steamer in question, struck the *Williamette* with great force on the starboard side some twenty feet forward of the paddle-box. The captain of the *Williamette* before the collision hailed the *Plymouth Rock* to drop astern; had she done this, the collision would have been avoided. There was ample room for the *Plymouth Rock* to have passed on either port or starboard side, and the collision was owing solely to the culpable neglect of her watch. With regard to the damages—it will take Tls. 9,000 to put the *Williamette* in the state of repair in which she was before the collision; moreover the owners have sustained losses in consequence of their vessel lying idle, and from a quantity of coal having been thrown overboard to lighten the ship; finally, by the collision, the lives and goods of hundreds of Chinese soldiers have been sacrified, and according to custom here, the owners of the *Williamette* have to make a pecuniary compensation to their families. The learned Counsel then called—

ALEXANDER MACLEOD. I am master of the *Williamette*. She was anchored a mile and a half above Beaver Island on the night of the 1st August. I had been at anchor since a quarter to eleven of the night before. My paddle-box lights had been taken in directly I let go anchor, by the two quartermasters Spirito and Corpez. I was called shortly after two o'clock in the morning by Corpez, and told that a steamer was drifting down towards us. I went on deck and saw her a point and a-half on the port bow. I saw her port light and her masthead light. I could not see her starboard light. I was hailed to starboard my helm. I did so. The helm of the *Plymouth Rock* must have been starboarded. When I first saw the *Plymouth Rock*, her wheels were stopped. I saw the walking beam working shortly afterwards. I do not know whether ahead or astern. The *Plymouth Rock* was on the starboard side heading for the portside when I first saw her. The *Williamette* was not leaky before the collision. I hailed the *Plymouth Rock* to drop astern. The channel was three quarters of a mile wide. The first crash carried away the starboard side of the upper deck, which was full of men asleep. My ship's engines were damaged. The ship dragged three quarters of a mile after the collision. The *Plymouth Rock* backed off. I think I saw heads of Chinamen in the water. I heard screams. The tide was running at the rate of five or six miles an hour. There was room for the *Plymouth Rock* to pass on either side of us. She would have passed clear had she kept the course she was on, when I first saw her.

To Mr. EAMES.—The *Plymouth Rock* was drifting down when I first saw her. There was no danger of a collision as she then headed. She was not going ahead when I first saw her. She turned her head before I could rouse the Chinamen. There was ample time for them to escape after the collision. There was no attempt made to save the wreck carried away from the ship. The Chinese on board were soldiers under the charge of a military mandarin. Their lights are put out at eight o'clock. I do not allow them after. In some cases they may light them again. The discipline is not very strict. There were several stacks of arms on the upper deck. There were no lights on deck at the time of the collision. The plan of the vessel and the scene of the accident put in is correct. I went on board the *Plymouth Rock* in a boat after she had backed away. I did not return in that boat. It had drifted away or, somehow, got loose. I stepped on board the *Williamette* from the *Plymouth Rock*. Coals were being thrown overboard when I returned to the ship. In such a case as this, twenty-four tons' weight would make a difference to the ship. I did not try to list the ship. I tried to raise her. When I first saw the *Plymouth Rock* she was on my port-bow.

Mr. Eames here remarked that in the plan the *Plymouth Rock* was marked on the starboard bow. The explanation, in evidence of course, of the Captain to this remark, did not appear to us quite satisfactory.

The *Williamette* made three feet of water the first day, afterwards not so much. I do not know whether her timber was sound or not. The part carried away was not rotten. There is indifferent timber in her. I used to pump her fortnightly. I heard of the loss of sycee and dollars; at Shanghai first. They were in the mandarin's cabin I suppose. When I returned, there were three feet of water in the after part.

To Mr. RENNIE. The soldiers are under control of the mandarin. I have the side lights on board now. They are not damaged. They must have been so, if out.

To Court. The *Plymouth Rock* being fast to the *Williamette*, she had to use her engines to back off. I did not notice our head after we anchored. When I was hailed from the *Plymouth Rock* she seemed coming round with her helm starboarded. Her engines were at work. She was trying to get outside of the *Williamette*. I first saw the port light, and afterwards she swung round, so that I saw her starboard light.

JOHN PETERSEN.—I am mate of the *Williamette*, I was on board at the time of the collision. I was not on deck. At one o'clock I saw the Chinamen sleeping about the deck. (In other points this witness corroborated the Captain's evidence.)

To Mr. EAMES.—I found three feet water in the hold measuring from the engine room. There was water forward also. In fifteen minutes after the collision, there was three feet in the *Williamette*.

LEON DE LA CRUZ.—I am a quarter-master on the *Williamette*. I was on board her the night of 31st July last. She came to anchor at 10.30. I took in the light. Always did so

To Mr. EAMES.—We had two side lights on board.

CORPEZ I am a quarter-master in the *Williamette*. (It was found impossible to continue the examination of this witness from want of interpreters.)

CRUZ re-called.—I had a son who I suppose was lost in consequence of the collision. He was nine years old and received a dollar a month.

ROBERT CHESTERTON.—I was third mate of the *Plymouth Rock* at the time of the collision. (As to the time of the collision this witness corroborated Captain Macleod's evidence). When the captain came on deck he asked what that (*Williamette*) was. He asked that the devil she was doing there. The *Plymouth Rock* was first going to pass inside. I can't say whether she would have got inside had she held on her first course.

To Mr. MYBURGH.—I heard no reply when the Captain asked what that was or what they were doing with the side lights out. When we closed on the *Williamette* there was light on the forward part of the ship. I was not discharged from the *Plymouth Rock*. I applied for my discharge.

JOHN WELLS.—I am quarter-master on board the *Plymouth Rock*. I saw two or three lights on the *Williamette*. One was a red light. This witness gave his evidence in such an uncertain way that the court decided to reject it.

Mr. FALLS.—I surveyed the *Williamette* with Capt. Roberts. There is no vessel here like her. To her owners she might be worth Tls. 100 000 She is actually not worth more than an eighth of that sum. They use her to carry troops for which she is well suited.

To Mr. MYBURGH.—I am a surveyor in the employ of the Chinese Government. No one here would buy the *Williamette*. She is of use only to convey troops. I am superintendent of the arsenal.

LEE-SING-MUY.—I remember the collision. I was in the after part of the middle deck. I had in charge exactly four hundred men. All had arms and clothing. I did not see men in the water. I heard a scream from the water. When a great ship ran into another great ship and carried away a big piece of it, I was so scared as not to know what I was about. I got into a sampan. Others did. This list of the soldiers was made on board. I suppose it is right. It can't be false. I was not in charge of the soldiers. They get from Tls. 4.50 to Tls. 6 a month. The government makes a compensation to the families of the soldiers that are killed.

To Mr. MYBURGH.—This is an obligation. It is Tls. 5*s*. Anything beyond is a free gift. (There was some discussion at this point here between the learned Counsel. The defence seemed to be of opinion that there had been no Chinamen at all drowned. Mr. Rennie tendered a document from the Futai to the Taotai referring to some enquiries made about these Chinese. Mr. Eames and Mr. Myburgh insisted that the document before the Court was not in the form of evidence. This point will be argued to-morrow, in the meantime the Court would get the document translated.)

The Court now adjourned.

October 26th.

Mr. RENNIE stated that he begged to withdraw all claims excepting for the ship, demurrage and coals.

Mr MYBURGH.—The document spoken of yesterday related entirely to loss of life, and therefore will not be put in.

Mr. RENNIE.—It will not

Capt. MACLEOD re-called. I receive $150 monthly, the mate $ 50, the quarter-masters, sailors and others are engaged by the Chinese. We are found rations.

To Mr. EAMES.—The crew are on board, and have been, since we got to Shanghai.

LOK-AMAO.—I am head fireman of the *Williamette*. I am not in charge of the engines. There was an engineer on board. I did not measure the coals thrown overboard. There might have been ten or twelve tons thrown overboard. They were thrown overboard on the port side. Ten men were doing this. There were three tens of men doing it. I suppose a hundred tons or so were thrown overboard, but I don't know.

To Mr. MYBURGH.—I took upon myself to have the coals thrown overboard. The lumps were thrown overboard by the men with their hands, the rest with shovels. The coal was under cover on deck.

GUILELMO CORPEZ examined by an interpreter. I was quarter master on board the *Williamette* at the time of the collision and keeping watch. When I saw the *Plymouth Rock* coming down on us, I called the Captain. She was about a mile off when I first saw her. I saw her red light and her green light. The *Williamette* had at this time her white masthead light only out.

To Mr. EAMES. When the collision took place the Captain called out to get clear of the *Plymouth Rock*. It took half an hour to do this I think. The side of the *Williamette* that was crushed fell in to the water before the *Plymouth Rock* got clear On board the *Williamette* there were no side lights out during the night. The soldiers had no lights on deck.

To Mr. RENNIE It was my duty to look after the paddle-box lights while on watch. (The examination of this witness took up so much time that it was determined to abandon it.) A Chinese witness whose name we could not catch was now sworn and stated that the quarter-masters got $25 monthly each.

This closed the case for the libellants.

Mr. EAMES, for the defence, said.—The first count raised against us in the libel is practically, the value of the *Williamette* Now we shall be able to shew you that her worth has been greatly over-estimated. We shall put into the box a competent and disinterested shipwright, who will bind himself for a comparatively small sum to put the steamer into working order and make good all the damages resulting from the collision. Secondly, we meet the claim for wages during the time the vessel has not been employed, by the fact of no steps having been taken towards repairing her. The owners of the *Williamette* might have refitted her and made the cost of so doing dependent on the result of this action. They did not, however see fit to do so. Even about the bringing of this action there has been delay. As for the coals, we shall prove that none were thrown overboard, and we assert the whole claim is short to be unfounded. Look at the evidence of some of the witnesses. Captain Macleod says that he saw the *Plymouth Rock* drifting towards his port side with her engines stopped, and that shortly afterwards they were in motion, but which way he cannot tell. Why should the *Plymouth Rock* have stopped her engines if the *Williamette* was managed as she ought to have been? Robert Chesterton, who applied for his discharge from the *Plymouth Rock*, deposes to the Captain of his ship having asked what the *Williamette* was doing with her side lights out Could the Captain have put this question unless he had actually seen these lights? it is impossible he could. The Captain of the *Williamette* says Spirito and Corpez took the side lights in. Cruz says he took them in with his own hands. One of these witnesses, at least must be in error. Is it too much to think both are mistaken? Wells declares the red light disappeared from the side of the *Williamette* when the *Plymouth Rock* closed upon her. [The Court decided to re-examine Wells on this point] The authorities lay down that a libellant must not only be free from blame but must show care on his own part and negligence on the part of the respondents. In other words, the *Williamette* should have had her side lights in and have been anchored in a proper position. Now we shall prove that she was anchored right in the fair way, and that besides her masthead light, there were other lights about her. The learned Counsel then called.

CHARLES SIMMONS.—I am Captain of the *Plymouth Rock* and was so at the time of the collision. At two o'clock in the morning of the 1st August I was below. I heard the bell ring to slow and stop, and at once went on deck. I saw a steamer ahead about a mile and a half off. I saw three lights on board the steamer—two side light and a head light, and smoke coming out of her funnel. I was then heading right forward. I asked the pilot what was the matter. He could not tell which way the steamer was going or what she was doing. He had stopped the engines. I told him to port the helm and go ahead. We went ahead two or three turns with helm aport. The port light of the *Williamette* had disappeared. This led me to suppose she had starboarded her helm. I stopped again. I, immediately after saw her port light again. I headed again with helm aport for a few turns. The port light disappeared again. I saw the starboard light and knew it was impossible to clear the vessel with helm aport, so I starboarded the helm hard and ordered the pilot to go astern. The engines were reversed before we struck, but the tide was carrying us on. We had lost our weigh about two minutes before we struck. At the time of the collision I saw the starboard light. I hailed the Captain of the *Williamette* when close, and told him to hard a-starboard his helm. He said, "Aye, aye, we are at anchor." I asked how it was then his side lights were out. He did not answer the question. The tide was running at about six miles an hour. The *Williamette* was lying in six fathoms of water on the port side of the midchannel coming up the stream. She was just about where we generally go. We find our way by soundings. If we keep in midchannel we get into deep water just after this part (where the *Williamette* was lying).

To Mr. RENNIE.—The pilot drew this chart. It represents the relative position of the ships when the pilot first sighted the *Williamette*. I had a proper watch set. A quarter-master at the helm, a quarter-master in the chains heaving the lead and the third mate forward. When I saw the *Williamette* with her masthead light, her side lights and smoke coming out of her funnel, I supposed she was underweigh. I was asleep when the *Williamette* was first sighted. I was awoke by the bell and came on deck at once. I was wide awake when I got on deck. I went below about eleven. I was on deck about four minutes before the collision took place.

ASA FLAGG.—I have been pilot of the *Plymouth Rock* since June last. I was on board of her at the time of the collision. I first saw the *Williamette* when she was three or four miles off, and about two points on our starboard bow. This chart represents the relative positions of the vessels when I first stopped.

[A few questions were now put that could not be followed without a copy of the chart.]

The *Williamette* appeared to be swinging round when I first saw her. I thought so because I saw first a red light and then a green light. I saw the masthead light also. A minute or so after I stopped the ship, the Captain came on deck. He asked what was the matter. I said there was a steamer ahead putting her helm first one way and then another. He told me to turn our vessel's head. I did so. After three or four revolutions he told me to stop her, because the *Williamette* seemed to be starboarding her helm. He then ordered me to go ahead. We saw all the *Williamette's* lights, so he ordered me to stop again. Then the red light disappeared. The captain told me to starboard the helm. I kept it so until the collision. Our engines were stopped at this time. At the time of the collision our engines were reversed. The captain hailed the *Williamette* two or three times before getting any answer. When he asked why their side lights were out, they said they were at anchor. I have been on the river four years. I supposed the *Williamette* from her appearance was coming up the river.

[Some questions were now put that render a chart of the scene of the collision necessary for their proper understanding. Their object was to show to the Court that what was done on board the *Plymouth Rock* was, under the circumstances, correct.]

I never saw a vessel anchored where the *Williamette* lay. It was right in the fair way.

To Mr. RENNIE.—When I first saw the *Williamette* three or four miles off, I saw her masthead light and her red light. I saw all her lights when the Captain came on deck. Not before. It was a bright night. A man might see the red light of a steamer six miles off. Just before we struck. I saw the masthead light and the green light. I should say the green light was out at the time of the collision. It might have been taken in though, then. When I remember seeing the green light last we were about five hundred feet off. Our whistle was blown when we were about three hundred yards off. I did not see any lights moving about when the whistle was blown or at any other time, excepting the masthead light and the side lights. We were not closer to the bank than is usual. They could have seen our starboard light at this time. They would have seen our port light first. My quarter-master sounded and found six fathoms. The helm was steady when the Captain first ordered it to be starboarded,

To the Court.—I saw smoke coming from the funnel of the *Williamette*. I did not hear the *Williamette's* whistle. I do not know whether she had one or not. When the *Plymouth Rock* was stopped the second time her headway was very slight. Vessels at anchor would blow the whistle if another vessel was coming down upon them.

JAMES PROVOST.—I am first assistant engineer on board the *Plymouth Rock*, and was there the night of 31st July and the morning of 1st August. I was on duty from midnight till four in the morning. I remember the collision. I saw what I took from the number of its lights to be a steamer. There were more than two lights. I could not distinguish any coloured lights as far as I recollect. As soon as I saw the lights I returned to the engine room to be in readiness for any event. I would not like to say how far off we were from the *Williamette*. I was on deck only a few seconds. I remember being ordered to slow and stop the engines after going into the engine room. I then went ahead slowly. I then stopped again. I then went ahead again. I then stopped again. I then backed. These orders were given to me by the bells. I was in the engine room at the time of the collision. I do not recollect hearing the *Plymouth Rock's* whistle. The whistle might be blown and I not hear it. I am certain that when I went on deck I saw more than one light. I cannot swear to the colour of the lights.

To Mr. RENNIE—I was on deck a moment or two. I did not walk a dozen feet on the deck. I walked towards the starboard side. I saw no smoke coming from the *Williamette*. I did not see her funnels. There is no engineer above me. He was in the engine room at the time of the collision. He went on deck two or three times.

TO THE COURT. The engine was backing when the *Plymouth Rock* struck the *Williamette*. I saw the *Williamette's* lights before I was ordered to slow.

The Court now adjourned.

October 27th.

WILLIAM DUNCAN.—I am first engineer on board the *Plymouth Rock*. I was in bed when the first bell rang to slow. It woke me up. I rose and went into the engine room. When the engine was in motion I had to work her. When she stopped, I went on to the gangway to see what was going on ahead. When I first went on deck, I saw what I supposed to be a steamer. I supposed so because I saw smoke coming out of her funnel, and because I saw her lights and a mast. One of these lights was red. I then went into the engine room. The first bell then rang to slow. Nothing of importance, to my knowledge, took place between the time of my seeing the *Williamette* and the time of the collision. At the time of the collision I was working the engine back. The shock was very slight. I went on board the *Williamette* about two hours and a half after the collision, and I went into her engine room to see what damage we had done. I saw no water in the engine room

To Mr. RENNIE.—I do not know whether the coals had been thrown overboard before I went on board the *Williamette* or not. She was three or four lengths off when I first saw her. I saw a good many lights on board her, one was red. I did not hear a whistle blown. I cannot tell how a night is spent. I have just come out of the engine room.

TO THE COURT.—The *Williamette* was listed to port a few inches. Had there been three feet of water in her I must have seen it. Her guard on the starboard side was three feet out of the water. It was not possible for the *Williamette* to have had three feet of water in her. She would have sunk if she had. I did not see her being pumped. I do not know whether she was pumped or not. I cannot see why she should take in more water in the first two hours and a half after the accident than in the next two hours and a half after. I consider she might have got to Shanghai after the accident with one wheel and one engine.

S. FARNHAM.—I was asked by Messrs. Russell & Co to see the amount of damage done to the *Williamette*. I went on board and examined the damage as far as it was visible. As a shipwright, I would repair the machinery and hull and put the vessel in working order for Tls. 5,500.

To Mr. RENNIE. I do not know the whole extent of the damages. (A report of the damages was now read, the witness remarking every now and then that some of the injuries mentioned, were in existence prior to the collision.) Her deck was like a Virginia fence I would not set that right for the Tls. 3,500. It was so before the collision. I would make her river-worthy; as good as she was before. She might take drift on a few more years. She was fit to do to carry Chinese troops, as she has been doing. I have known her for some years. She has never been thoroughly repaired. There is nothing true about her. I would put her in the condition she was before the accident for Tls. 3,500. I did not say the estimate was entirely mine. Part of it, that belonging to the machinery, was an engineer's. I am the responsible man for the estimate.

TO THE COURT.—I would not like to put a value on her. I would not have her as a gift if I had to keep her. She may drift on as before for a few years after Tls. 3,500 have been spent on her. Her hulk is iron. She has always been leaky, so her commanding officer told me. It might take Tls. 1000 more to caulk her iron seams and all that in dock. When iron is once displaced it must be hammered back.

BLANCFIED.—I am a quarter master on board the *Plymouth Rock*. I was at the wheel at about midnight before the collision took place. I saw something ahead, with three lights on it and some smoke proceeding from it. I supposed it to be a steamer from the appearance of the lights. The first I saw the lights. The steamer was about three points on our starboard bow I did not see three lights right ahead. I did we were only about a mile off. I was then ordered to port the helm. The *Plymouth Rock* had stopped before I got the order to port. She went ahead again after this order. I cannot exactly recollect whether we stopped again or not. There was one light on each side of the steamer we saw, and one at the mast head, one side light was red. I cannot swear to the colour of the other. A green light shews brightly on a moonlight night. My duty was to attend to the helm. It was only by way of a passing glimpse I saw the light I remember the Captain saying "what the hell is he doing with his side lights out." This was after we stopped. I do not remember hearing any whistle blown.

To Mr. RENNIE.—I saw no other lights but these three that I have spoken of I did not hear any orders given to stop our ship. The *Plymouth Rock* had steerage way on until we got close to the *Williamette*. I can't remember whether I was ordered to port the helm a second time. I was ordered to starboard the helm when we got close to the *Williamette*. This brought our head to port. I could only distinguish the red light. I can't say where the other side light was exactly.

Mr EAMES.—I shall add but little to what I have previously said. As to the actual damage done to the steamer I can not, I think, say anything after the evidence the Court has heard on the state of the vessel. The Europeans in whose charge the coal was have not been produced, but a Chinaman states he took upon himself the

(See Supplement.)

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SUPPLEMENT
TO THE
North-China Herald.

SATURDAY, NOVEMBER 3RD, 1866.

responsibility of ordering it to be thrown overboard As to the quantity of coal he knows nothing. It might have been ten tons that were thrown overboard, it might have been a hundred, he says. It might perhaps have been none at all, I would suggest. As for the leakage of the ship, I leave it in the hands of the Court who are not inexperienced in nautical matters to say whether the *Williamette* could possibly have remained afloat, if she had taken in three feet of water in fifteen minutes, as stated by the libellants' witnesses. All our witnesses saw a red light—and the green light, as would be the case on a moonlight night, was described by them as shining brightly, but as showing no particular colour. In conclusion, I would again remind the Court that the libellants must not only shew negligence, which they have failed to do, on the part of the respondents; but they must also shew a thing they have equally failed in doing, that every precaution was taken by themselves.

Mr. RENNIE.—There are two questions for the Court to consider—whether the side lights of the *Williamette* were out and whether the collision was caused by the negligence of due precaution on the part of the respondents. As is usual in collisions, the testimony is somewhat at variance, and this is particularly so with regard to the evidence about the side lights. While it is distinctly stated by the respondents that these lights were out until just before the collision, we have on the other hand the best testimony to shew that they had been taken in. It is true there is some little discrepancy about whom they were taken in by, but you will have no difficulty in allowing that Cruz should know more about them than any one else, since he took them in with his own hands. As to the precaution and judgment exercised on board the *Plymouth Rock*, I leave the Court to say what sort of care, or judgment it is that, within five minutes, stops a vessel three times, ports the helm, starboards it, ports it and starboards it again, backes reverses the engines. Lastly as to the coals, the chief engineer of the *Plymouth Rock* says there was no necessity for them to be thrown overboard. He did not go on board the *Williamette* till two hours and a half after the collision Doubtless there was no need to lighten the ship then. This had been already done. I leave the case with the most perfect confidence in your hands.

The witness WELLS, recalled.—I saw two or three bright lights, one higher than the others which seemed to be about the deck. I can't exactly say where. I did not see them when we got close to the *Williamette*. I did not see any one remove them. I saw the lights just before the collision, about a ship's length off. I was heaving the lead and found just over four fathoms. When I last cast the lead, I heard the Captain sing out to blow the whistle. I don't know whether it was blown or not. I heard the bell once We might have been a mile or so off they.

Judgment deferred.

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6 mths. .....6s. 3½d. .....

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Fcs. 7 90 per Tl.
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Fcs. 7.95 per Tl

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SHIRTINGS,—		Taels.
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" 8½ *a* 8½	"	2.70 *a* 2.80
" 9 *a* 9½ lbs.	"	3.25 *a* 3.70
White, 56 Reed.....	"	2.40 *a* 2.50
" 64 "	"	2.75 *a* 2.80
" 66 *a* 72 Reed.....	"	2.90 *a* 3.75
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JEANS,		
30 yards	"	No stock.
SHEETINGS,—		
40 yds., cattles 10 & 11— lbs. 13½ to 14½	"	6.60
SPANISH STRIPES,—		
According to quality & acct. p. yd.		0.68 *a* 0.75
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Scarlet	per piece	7.75 *a* 8.00
Assorted.....	"	7.10 *a* 7 30
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S S	"	15.00 *a* 15.20
S S S.....	"	13 50 *a* 14.00
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Bar.....	per picul	2.10 *a* 2.20
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TIN,—Malacca .....per picul		19.0 *a* 20.00
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SHIPPING INTELLIGENCE.

(SINCE REPORT PER LAST MAIL)

ARRIVALS.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS	CAPTAIN.	FROM	SAILED	CARGO.	CONSIGNEES.
Oct. 26	Cingala	Br ship	806	Neilson	Fuchau	Oct. 1	Poles	Frazar and Co.
... 27	Suwo Nada	Am str	1802	Jayne	Hongkong	... 22	General	Augustine Heard and Co
... 27	Niphon	Br str	529	Peake	Hongkong	... 20	do	P. & O. Co.
... 27	Express	Br str	290	Whitelaw	Ningpo	... 26	do	David Sassoon, Sons and Co
... 27	Fire Queen	Am str	1132	Gray	Hankow	... 25	do	Russell and Co
... 27	Fusi-Yama	Br str	1200	Hardie	Hankow	... 25	do	Dent and Co
... 27	Nanzing	Br str	419	Tulloh	Tientsin	... 24	do	Trautmann and Co
... 28	Shooeyleen	Br str	492	Lunham	Hongkong	... 23	do	Smith, Kennedy and Co
... 29	Kiangse	Am str	574	Law	Ningpo	... 28	do	Russell and Co
... 29	Avonvale	Br barq	308	Ogilvie	Yokohama	... 18	Sea Weed	Augustine Heard and Co
... 29	Aden	Br str	507	Andrews	Hongkong	... 25	General	P. & O. Co.
... 29	Queen of the Ocean	Br ship		Ellison	Cardiff	June 9	Coals	
... 29	Canvass Back	Br ship	670	Johns	Fuchau	Oct 9	Poles	Frazar and Co
... 29	Garland	Ham ship						Order
... 29	Vulcan	Br str	130	Randall	Fuchau	... —	General	Gibb, Livingston and Co
... 29	Viscount Canning	Siam str	763		Hongkong	... 24	do	A. R. Tilby and Co
... 29	Leplace	H. I. M. S.	.....	Amet				
... 29	Renown	Br barq	440	Adams	Swatow	... 20	Sugar	Bourjan, Hubener and Co
... 29	Kirkland	Br barq	452	Colledge	Swatow	... 10	do	Master
... 29	Elsabea	Prus brig	150	Köhn	Amoy	... 10	General	Wm. Pustau and Co
... 29	Fenelin	Chi str	179		Cruise			Chinese Government
... 30	Express	Br str	290	Whitelaw	Ningpo	... 29	do	David Sassoon, Sons and Co
... 30	Ying-tsze-fei	Br str	315	Drage	Tientsin	... 26	do	Trautmann and Co
... 30	Ville de Grenade	Fr barq	260	Carrigue	Hakodadi	... 12	Sea Weed	Dent and Co
... 31	Kiangse	Am str	574	Law	Ningpo	... 30	General	Russell and Co
... 31	Shanse	Am str	561	Freund	Hankow	... 28	do	Russell and Co
... 31	Kiang-loong	Am str	915	West	Hankow	... 28	do	Augustine Heard and Co
Nov. 1	Soolon	Br barq	472	Edom	Fuchau	... 23	Poles	Frazar and Co
... 1	Gabalva	Br barq	419	Wey	Swatow	Sept. 20	Sugar	Bourjan, Hubener and Co
... 1	Express	Br str	290	Whitelaw	Ningpo	Oct. 31	General	David Sassoon, Sons and Co
... 2	Kiangse	Am str	574	Law	Ningpo	Nov. 1	do	Russell and Co
... 2	Aurora Australis	Br barq	508	Todd	Fuchau	Oct. 24	Poles	Shaw, Brothers and Co
... 2	Victoria	Ham ship	519		Nicolajefski	... 21	Ballast	Wm. Pustau and Co
... 2	Yahwah	Am str	245	Andrews	Hankow	... —	Sundries	H. Fogg & Co
... 2	Tai Wan	Br barq						
... 2	Elizabeth	Br barq	442	Fox	Fuchau	... 19	General	A. R. Tilby and Co

DEPARTURES.
FROM THE ANCHORAGE.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DISPATCHED BY.
Oct. 28	Fychow	Br sh	710	Mathers	New York	Tea, etc.	Augustine Heard and Co
... 28	Plymouth Rock	Am str	2337	Simmons	Hankow & Ports		Russell and Co
... 28	Dunggyle	Br str	1296	Hooper	Hankow & Ports		Jardine, Matheson and Co
... 28	Express	Br str	290	Whitelaw	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 29	Scindia	Br sh	893	Carr	London	Tea, etc.	Smith, Kennedy and Co
... 29	Alma	Am sch	131	Eldridge	Nagasaki	do	Russell and Co
... 29	Padang-Pandjang	Dut sh	523	Rehling	Amoy	Part of Original, etc.	F. Kroes and Co
... 29	Queen of the East	Am sh	1215	Stoddard	Manila	Ballast	Olyphant and Co
.. 29	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 30	Chanticleer	Br barq	396	Yowell	Keelung	Sundries & Re-exports	Jardine, Matheson and Co
... 30	Hing Hoi	Siam barq	252	Petersen	Bangkok	do	A. R. Tilby and Co
... 30	Azof	Br str	467	Baker	Nagasaki	Part of Original, etc.	P. & O. Co
... 30	Express	Br str	290	Whitelaw	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 30	Fe-loong	Br str	266	Saunders	Nagasaki		Turner and Co
... 30	Adventure	H. M. S.	.....	Wodkilove	Nagasaki		
... 31	Eastern Queen	Br barq	486	Milburn	Fuchau	Cotton, etc.	Frazar and Co
... 31	Cadiz	Br str	481	Cates	Yokohama	do	P. & O. Co.
... 31	Suwo Nada	Am str	1802	Jayne	Hongkong	Tea, etc.	Augustine Heard and Co
... 31	Nanzing	Br str	419	Tulloh	Chefoo & Tientsin	do	Trautmann and Co
... 31	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
Nov. 1	Fire Queen	Am str	1133	Gray	Hankow & Ports		Russell and Co
... 1	Fusi-Yama	Br str	1200	Hardie	Hankow & Ports		Dent and Co
... 1	Express	Br str	290	Whitelaw	Ningpo	Re-exports	David Sassoon, Sons & Co
... 2	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co

MERCHANT STEAMERS.

No.&Sec.	SHIP'S NAME	COMMANDER	FLAG & RIG	TONS	DATE OF ARRIVAL	WHERE FROM	CONSIGNEES OR AGENTS	DESTINATION	REMARKS
P & O M	Aden	Davies	Br str	507	Oct 29	Hongkong	P. & O. Co		Laid up
Tonkadoo	Anna		Am str	70	Apr 12	Chinkiang	H. Fogg and Co.		Laid up
1 c	China		Br str	25			Trautmann and Co.		Early
6 p	City of Nantes	Mooney	Br str	345	Sept 26	Fuchau	C. Ryley	Nagasaki	To-day
O D	Esperanza	Withers	Port str	241	May 15	Nagasaki	Dent and Co	Nagasaki	Laid up
4 s	Faust		— str	30					
H W	Fee-loong	Olsen	Chi str		Oct 6	Nanking	Chinese Government		
Wusung	Fenelin		Chi str	179	Oct 29	Cruise	Chinese Government		
H W	Fusi-Yama	Dundas	Br str	710	Oct 24	Yokohama	Chapman, King and Co	H'kong & Whampoa	Early
4 s	Greta	Godow	Prus str	30	Jan 13		Wm. Pustau and Co.		Laid up
4 s	Heachow	Comstock	Am str	30		Sedong	T. J. Falls		
6 p	Hongkong	Hallette	Am str	209	July 21	Saddles	Jenkins and Co		
5 s	Kiang-loong	West	Am str	915	Oct 31	Hankow	Augustine Heard and Co	Hankow	4th instant
M D	Labourdonnais	Rigodit	Fr str	872	Oct 21	Yokohama	Messageries Imperiales		
5 p	Louisa		Chi str		July 12	Ningpo	David Sassoon, Sons & Co		
7 p	Maria	Newman	Br str	160	Oct 26		Gibb, Livingston and Co	Fuchau	Early
2 p	Niphon	Peake	Br str	529	Oct 27	Hongkong	P. & O. Co.	H'kong v. Fuchau	4th instant
4 p	Pluto	Pike	Chi str	170	Oct 21	Cruise	Chinese Government		
7 p	Qui-Quata	Chingjay	Chi str	30	July 12	Wusung	Chinese Government		
1 s	Shanyuan		Br str	30			Trautmann and Co.		Laid up
S S N J	Shanse	Frund	Am str	561	Oct 31	Hankow	Russell and Co.	Hankow & Ports	4th instant
S S N J	Shooey-leen	Lunham	Br str	492	Oct 28	Hongkong	Smith, Kennedy and Co		
3 s	Tatung	Cook	Am str	107	Oct 13	Hankow	H. Fogg and Co		
6 p	Ta-Yung	Hutchinson	Br str	105	Oct 17	Hongkong	Russell and Co		
1 s	Tantlee	Tubbs	Am str	60	Feb 12	Soochow	Russell and Co		Laid up
J M J	Varuna	Whiting	Am str	807	Oct 6	Nagasaki	Russell and Co		
8 p	Vixen Canning		Siam str	763	Oct 29	Hongkong	A. R. Tilby and Co	Newchwang	6th instant
7 p	Vulcan	Randall	Br str	130	Oct 29	Fuchau	Gibb, Livingston and Co	Fuchau	Early
5 p	Wan-Loong-Fei	Merrills	Br str	45	Sept 10	Launched			Laid up
6 p	Whampoa		Br str	115	Dec 25	Ningpo	David Sassoon, Sons & Co		Laid up
T J	Ying-tsze-fei	Drage	Br str	315	Oct 30	Tientsin	Trautmann and Co	Chefoo & Tientsin	To-day
	31 STEAMERS								

RECEIVING SHIPS AND HULKS.

No.&Sec.	NAME.	COMMANDER.	FLAG.	TONNAGE.	AGENTS.
	Receiving Ships.				
3 s	Ariel	Deslandes	British ship	596	P. F. Cama and Co
4 s	Berwick Walls	Patridge	British ship	685	Jardine, Matheson and Co
4 s	Holly Jane	Roundy	American ship	490	Augustine Heard and Co
4 s	Water Witch	Lewis	British barque	237	Captain Lewis, on board
3 s	Wellington	Bennett	British barque	412	David Sassoon, Sons and Co
	Hulks.				
7 p	Bethel	Rev. Kauffman	American barque	286	Church Trustees
3 s	Frederick VII	Watson	British barque	350	Imperial Customs
O U L	Keenan	Holmes	American barque	341	Powder Magazine Chinese Government
O D	Kingsen	Brown	American ship	490	Captain Patridge
1 s	Lady McNaughten	Green	American barque	490	Messageries Imperiales
8 p	Melbourne	Fyldey	British ship	594	Shaw, Brothers & Co.
O U L	Nagasaki	Gardner	British barque	545	Harbor Master
5 p	Nimrod	Howard	British barque	262	H. I. M.'s Customs

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SHANGHAI TEA, SILK, COTTON, AND OPIUM RETURNS FOR SEASON COMMENCING JUNE 1, 1866

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Dust.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			196,040.70	...	8,647.43	...	316.16	205,004.29	2,355.45	550.51	15,058.39	2,822.84	28.51	1,647.65	5,523.25	11,179.93	39,160.53
Scindia	Oct. 31	London	6,589.34	...	...	...	...	6,589.34	...	...	269.12	52.34	...	49.32	290.48	626.04	1547.30
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total	202,630.04	...	8,647.43	...	316.16	211,593.63	2,355.45	550.51	15,587.51	2,875.18	28.51	1,696.97	5,813.73	11,805.97	40,707.83

COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Souchong	Oulong.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun-powder.	Total Green.
Total as per last Report			3019.77	...	...	...	3582.95	6602.72	...	...	...	498.04	...	...	...	70.04	568.08
Suwonada	Oct. 27	Hongkong	...	...	...	...	...	...	...	...	...	36.63	...	...	...	...	36.63
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total	3019.77	...	...	...	3582.95	6602.72	...	...	...	534.67	...	...	...	70.04	604.71

SILK.

GREAT BRITAIN.

Ship.	Cleared.	Destination.	Raw.		Thrown.		Total.		Japan. Re-exports & Transhipments.				Coarse.		Refuse.		Cocoons.	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs
Total as per last Report			4310	3430.95	...	...	4310	3430.95	...	...	...	...	...	...	1271	1322.27	...	...
Singapore	October 31	Great Britain	315	2.50	...	...	362	292.90	...	105	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total	4625	3433.45	...	...	6672	3723.85	...	105	...	...	...	...	1271	1322.27	...	...

AMERICA.

Ship.	Cleared.	Destination.	Raw.		Thrown.		Total.		Japan. Re-exports.		Japan. Transhipment		Coarse.		Refuse.		Cocoons.	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs
Total as per last Report			457	353.31	...	...	457	353.31	...	...	...	...	...	...	141	...	...	...
Duplex	October 24		221	165.32	...	...	221	165.32	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total	236	187.99	...	...	236	187.99	...	...	...	...	...	...	141	...	...	...

COTTON.

Ship.	Cleared.	Great Britain. Export.	Great Britain. Re-export.	Great Britain. Tran-shipped.	Hongkong. Export.	Hongkong. Re-export.	Hongkong. Tran-shipped.	Coast Ports. Export.	Coast Ports. Re-export.	Coast Ports. Tran-shipped.	Japan. Export.	Japan. Re-export.	Japan. Tran-shipped.	America. Export.	America. Re-export.	America. Tran-shipped.	Total Piculs.
Total as per last Report		1982.60	...	...	121.50	1889.44	342.00	4274.92	2732.80	...	...	...	...	...	...	...	14.043.26
Suwonada	October 27	...	...	...	701.16	...	...	...	...	...	...	...	...	...	...	...	...
Padang Pandjang	do. 27	...	...	...	...	...	...	1074.10	...	...	...	...	...	...	...	...	...
Roma	do. 27	...	...	...	...	441.40	...	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total		1982.60	...	...	822.66	2330.84	342.00	5349.20	2732.80	...	...	...	...	...	...	...	14,043.26

OPIUM.

OPIUM RETURN FOR WEEK ENDING 27TH OCTOBER, 1866.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna. Chests.	Patna. Weight.	Benares. Chests.	Benares. Weight.	Persian. Chests.	Persian. Weight.
Imported and stored on board Receiving Vessels	97	97.00	105	126.00	25	30.00	...	...
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	26	26.00	...	...	...	...	...	...
Imported direct to the shore	½	50	...	...	...	...	...	...
Total	123½	123.50	105	126.00	25	30 00	...	...
Landed from Receiving Vessels and intended chiefly for Local consumption	43½	43.50	168	201.60	25	30	...	...

RE-EXPORTED.

Description.	Chinkiang. Chests.	Chinkiang. Weight.	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests.	Hankow. Weight.	Chefoo. Chests.	Chefoo. Weight.	Tientsin. Chests.	Tientsin. Weight.	Newchwang. Chests.	Newchwang. Weight.	Ningpo. Chests.	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Hongkong. Chests.	Hongkong. Weight.	Takao. Chests.	Takao. Weight.	Total. Chests.	Total. Weight.
Malwa	96	96.00	44	44.00	69	69.00	49	49.00	210	210.00	...	...	67	67.00	...	...	...	...	...	...	535	535.00
Patna	17	20.40	...	...	15	18.00	...	...	55	66.00	...	...	10	12.00	...	...	5	6.00	...	...	102	122.40
Benares	...	...	...	...	...	...	...	...	10	12.00	...	...	...	...	...	...	...	...	...	...	10	12.00
Persian	...	...	...	...	...	...	...	...	2	2.00	...	...	...	...	...	...	...	...	...	...	2	2.00
Turkey	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	113	116.40	44	44.00	84	87.00	49	49.00	277	290.00	...	...	77	79.00	...	...	5	6.00	...	...	649	671.40

FOOCHOW TEA RETURN.

EXPORT OF TEA FROM FOOCHOW TO FOREIGN PORTS, SEASON 1866-67,—(CONTINUED.)

Vessel's Name.	Destination.	Date of Clearance.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	S. O. Pekoe.	S. Caper.	Mixed.	Total Black.	Green.
Total as per last Report			234,294.59	9,004.25	13,865.99	997.12	9,057.75	772 75	136.08	268,729.04	2,265.10
Northfleet	London	September 24	4,802.86	1,150.95	339.45	41.07	1,013.42	73.12	.....	7,420.87	.....
Louisa	do.	" 26	6,902.42	174.50	.....	.....	300.66	25.31	3.02	7,406.81	.....
Beautiful Star	do.	October 3	3,608.67	417.63	.00	.....	750.41	7.02	.....	4,783.73	.....
Seawfell	do.	" 6	4,015.54	667.89	153.89	.....	978.64	47.39	10.05	5,893.40	.....
Albatross	New York	" 10	.....	81.05	1,156.00	.....	.....	.....	.....	1,237.05	.....
Den Behaudige	Dunedin (New Zealand)	" 11	1,041.03	96.67	.....	.....	40.50	.....	.....	1,178.20	.....
Albert Victor	Melbourne	" 12	2,038.56	.....	.....	.....	263.70	10.85	.....	2,313.11	.....
Total			256,752.08	11,582.94	15,515.03	1,038.19	13,005.08	936.44	150.05	298,962.21	2,265.10

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